VOL. CCXIII, No. 2783

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THE SPHERE, JUNE 13, 1953
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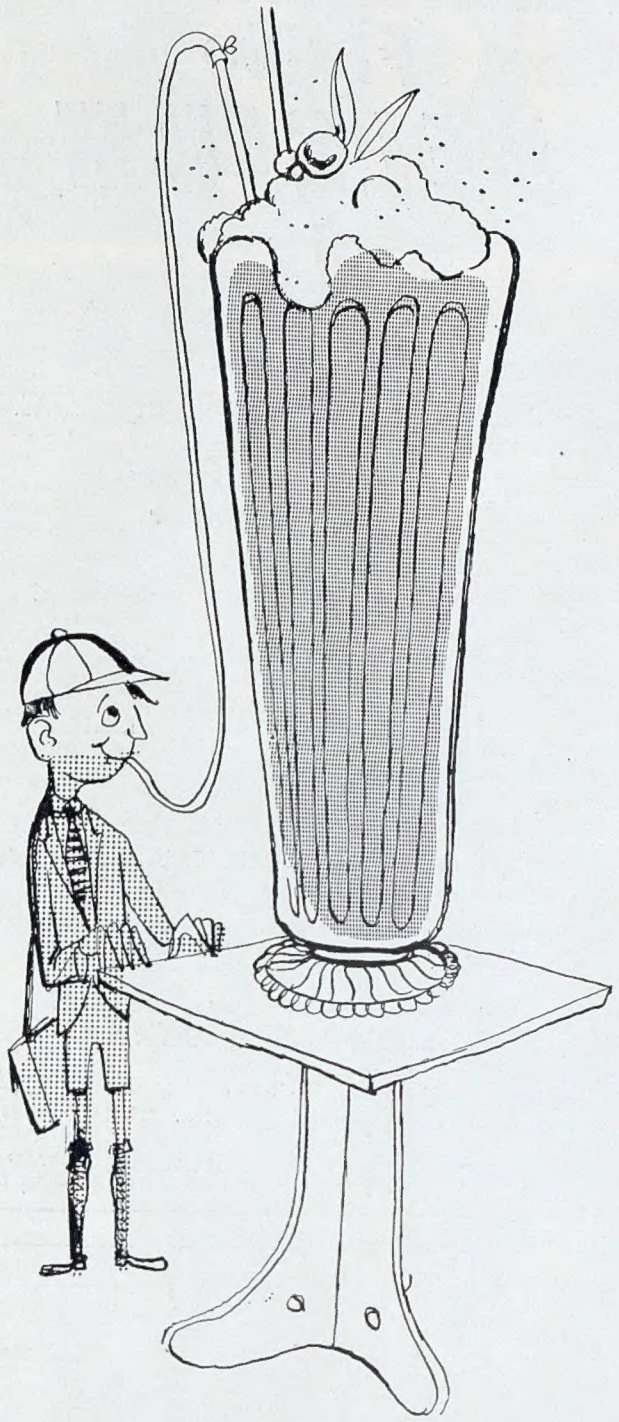

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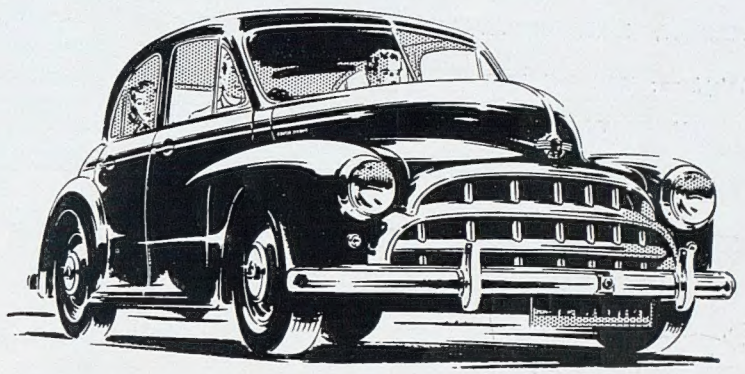

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Volume CCXIII No. 2783

The SPHERE, London, June 13, 1953

The SPHERE

with which is incorporated THE GRAPHIC

QUEEN ELIZABETH II AT AN ELIZABETHAN OPERA—HER MAJESTY AND HER GUESTS IN THE ROYAL BOX AT COVENT GARDEN, THE CENTRE OF A BRILLIANT GATHERING FOR THE GALA PERFORMANCE OF "GLORIANA," THE NEW OPERA BY BRITTEN: On the Queen's right hand is Crown Prince Olav of Norway. On her left hand are the Duke of Edinburgh and Queen Elizabeth the Queen Mother. Behind the Queen is Lord Waverley, Chairman of the Covent Garden Opera Trust.

One of the most brilliant gatherings following the Coronation was the gala performance of the new opera *Gloriana*, given at the Royal Opera House last Monday night, when the Queen and the Duke of Edinburgh drove through cheering thousands from the Palace to Covent Garden. It was a truly magnificent occasion, with many of the seats in the stalls and the grand tier allocated to the members of the Diplomatic Corps, High Commissioners for Commonwealth countries, prominent Coronation visitors and leading members of the Government and Opposition, while a new Royal box had been built in the centre of the grand tier to accommodate the Queen and her twenty-nine guests, who arrived from Buckingham Palace in ten cars. The box, designed by Mr. Oliver Messel, had walls lined with cloth-of-gold in a rose pattern with a heraldic valance all round, and a ceiling of pleated white material. In front of the box, just below the parapet, were 3,000 fresh cottage-garden roses. Britten's opera *Gloriana*, which was having its first performance, deals with the life and times of Elizabeth I, but critics were not generally agreed that the author had conveyed the atmosphere of the full-blooded age he set out to depict. (Further pictures of the Royal Family at the gala performance will be found on page 502.)

Postage—Inland, 2d.: Canada, 1½d.: Elsewhere Abroad, 2½d.

B.E.A.'s NEW LONDON TERMINAL

THE WORLD'S MOST MODERN AIR TERMINAL : British European Airways' new London terminal, which has been built on the South Bank Festival of Britain site, near Waterloo Station, to take the place of the former terminal at Kensington. The new terminal was opened in time to deal with the vast volume of air traffic during Coronation week.

In the days just before and just after the Coronation transport services to and from London were taxed to capacity. Passengers used almost every kind of conveyance, many of them flying into London and Northolt Airports. It was then that British European Airways brought into use their new terminal at Waterloo, which is capable of handling 16,000 passengers daily, whereas the former "station" at Kensington had difficulty in handling 7,000 daily. The new terminal is a few miles farther from the airports than was the old Kensington terminal, but the ease with which it can be reached more than compensates for this. It is linked by escalators with the Underground railway and is only a few yards from the British Railways station at Waterloo. From the terminal a fleet of twelve 37-seater coaches can be handled simultaneously from entrances and exits on the south side of the building without causing delay to cars and taxis. The latter have been provided with access to the north side of the building.

WHERE AIR TRAVELLERS MAY REST AWHILE DURING THEIR WAIT AT THE NEW TERMINAL : A view of the well-lighted and well-proportioned buffet at Waterloo, showing a passenger looking out through the large windows which occupy one complete side of the building.

ONE OF THE AIRWAYS' COACHES LEAVING THE NEW TERMINAL FOR THE AIRPORT : A fleet of twelve coaches operate from the terminal and use the south side of the building.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire are £5 16s. 6d.; 6 months and Christmas Number, £3; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s., £2 19s. and £2 15s.; and for elsewhere Overseas £5 18s. 6d., £3 1s. 3d. and £2 17s. 6d. The terms are inclusive of postage.*

A London Newsletter

195-198, STRAND, W.C.2.

A Golden Memory.—The Coronation is a lovely golden memory and has become a paragraph in English history which no historian of the future can possibly leave out of his book. It is, moreover, a signal and permanent testimony to our genius for staging superb ceremonial pageantry concerned with our quite unique monarchy. And now the captains and the kings have departed to their workaday jobs, and those who were chiefly responsible for the superb arrangements and for the graces and the dignities of the affair have received their deserved honours and their medals, and the general public have their memories of a wonderful day. If for many in the streets it was a test of endurance, their trials had a great reward. For the Queen and for the Royal Family the ceremonies on Coronation-year scale are by no means over. For weeks to come the progresses will continue, and then, after a well-earned holiday, the great Dominions tour will become the front-page news for months on end. We may be sure that, though the oceans will divide us from those down-under ceremonies, they will be "covered" for us as fully and vividly as *our* Coronation show was covered for the Australasians. I am a student of social history. I have followed with the keenest sympathy, interest and curiosity the evolution of our monarchy side by side with, and to conform to, the evolution of our new democracy. There was a time, from 1945 to 1950 in particular, when it seemed to me that the advance of the new democracy was likely to overshadow some of the "glories" of our monarchy, and that many of its essential trappings, which still as of old depend on a great deal of adherence to traditions of privilege, selection and heredity (which Socialists have declared to be dead as Queen Anne and as illogical and antiquated in an equalitarian welfare state as Stone-Age axes in a modern State Forestry Reserve), must be shorn away.

Television's Part.—I confess that in my ignorance I had underrated the part which television would play in that moving and wonderful ceremony. "The little square box" has gained in stature and efficiency far more than I knew. The Commonwealth and the world were indeed enabled to take part in the rites and the pageantry inside the Abbey to an extent for which not even Shakespeare's word-pictures could have supplied a substitute. Those who televiewed became a part of that select Abbey audience. All they lacked was colour. They could note the grace of individuals, the superb timing of the whole, and enough of the movements and voice of the Queen to impart that personal contact which brings tears of emotion to the eyes. I think television did much to settle the question of what the public approves in the ceremonial function of the monarchy and to settle it in no equivocal way. And it needs no saying that no Coronation rite in the history of civilisation ever revealed, to an audience so uncountably large, so much splendour, beauty, grace, and devotion.

[The Editor and members of the staff of THE SPHERE had also reason to be grateful for the services of television, a Pam 14-in. television receiver being installed by Pamphonic Sales Ltd., of Holloway Road, N.W.7, in Ingram House, the offices of THE SPHERE, to enable the staff to follow the great events.]

The Things That Matter.—Can any limit be set to the nation's absorption in this coloured and romantic patent of monarchy? I doubt it. I believe there is no ceiling, no saturation point. Other fashions wax and wane; film actresses have lost 50 per cent. of their appeal since our Queen and her sister left the schoolroom. Princess Alexandra is now emerging, and no doubt at all "full-dress biographies" of Prince Charles and Princess Anne will be written before they leave the nursery; perhaps will be authorised and will be gobbled up. All this concentrated, non-stop, all-else-obliterating social limelight spotlights only the ceremonial side of the monarchy, and with it naturally the privilege, tradition and class selection on which that splendid and popular ceremonial depends. The "business" functions of monarchy are of quite secondary interest to the public, though much more important. What interests me so much is the question whether the Coronation-induced return to Edwardianism and showmanship will continue or whether the trend to stricter (and duller) democratic "equality" will resume its 1945 advance? After Sir Winston, who . . . and what? But sufficient unto the day . . . Sir Winston is a chicken, "*some* chicken." There may be different opinions about how the monarchy should from time to time evolve in its relations with our Democracy and Commonwealth. But there is practical unanimity of belief in its vital constitutional importance to-day, and, as a champion of that belief, Sir Winston has a solid nation behind him. And one last comment: Memories of the Coronation rite will stand like a cathedral in the recollection of all who saw it from within. But I attach even more constitutional importance from a Commonwealth point of view to some less formal occasions connected with it, such as the Commonwealth Parliamentary luncheon in Westminster Hall and the Queen's informal talks with her Premiers. While they live, the *personal* informal contacts which all those representatives made with their young Queen will outshine and outlive "the glories of our blood and State," and will hold their loyalty in a human and personal bond indestructible and enchanting.

The Crowning of Everest.—I suppose no news quite so appropriate or so unexpected was ever released as that of the conquest of Everest made known on Coronation morning. The bulletins had prepared us for another failure. We supposed that where other expeditions of brave men of many nations had failed, Colonel Hunt's expedition had failed, and that Everest's secret was a secret still. We were sure that someone would try again. For though the summit of Everest is a square-yard of rock of no particular benefit to human welfare, it is, like the Pole, a milestone, a monument and a beacon of the spirit of man, graven with the legend "Excelsior." "To find out what you cannot do and then proceed to do it" is the slogan of the adventurous spirit; and middle-aged men, who have lived through the achievements of science and human courage during the past forty years, can hardly retain the word "impossible" in their dictionaries. Climbing, no doubt, is a thing apart. Nothing can prevent a born climber from climbing. It is his life's blood. Climbing the "impossible" and perhaps Arctic exploration are in another category, things of the spirit rather than the "recreation" of individual men. Shackleton's men would have performed splendid work in the First World War in Army or Navy. Scott and his brave companions, long since frozen in their tent, would have done no less signal service, had they survived. What is the Pole? A compass pin-point in a useless waste? No, it is like Everest's summit—the highest monument of the spirit. And on the day of the crowning of our Queen, we learned that her men had set her crown on Everest.

CANADIAN AND AMERICAN MAYORS AT COUNTY HALL

THE CHAIRMAN OF THE LONDON COUNTY COUNCIL POINTS OUT SOME OF THE WONDERS OF THE SOUTH BANK TO HIS GUESTS FROM CANADA AND THE UNITED STATES : Mr. Arthur Middleton with Mayors and Mayoresses of North American cities on the terrace of County Hall before the luncheon which the L.C.C. gave in their honour on the day following the Coronation. Standing on Mr. Middleton's right hand is Charlotte Whitten, Mayor of Ottawa, who, in turn, is standing next to the Mayor of Baltimore. On the extreme left is Mr. I. J. Hayward, Leader of the London County Council, and beside him are the Mayor and Mayoress of San Francisco. At the County Hall luncheon the Mayor of Baltimore presented Mr. Middleton with a gavel made from wood of the White House and sent as a gift to Britain by the former President, Mr. Harry S. Truman.

Business Done.—Coronation matters may have held the limelight during these last dream-weeks and the notables no doubt spent time and thought on ceremonial rehearsals and performance, but the functions of Government were not disturbed to the extent they were in 1937. Much that is important to civilisation was achieved while you and I were asleep in dreamland. Before you dropped off, the business of getting a little nearer to sanity and understanding among nations was halted. The hopes of Russian change of heart were petering out, the hopes of a Korean armistice were fading again. But business was not dead. Things were moving in a big way. Sir Winston's great Foreign Policy speech was bearing fruit and Mr. Eisenhower had gone out to meet it—half-way. You wake up to a hopeful *fait accompli*. A meeting of three great Western Powers is assured in the near future if France has found someone to represent her

Government who can give a guarantee to be still in office when the talk ends. And that three-Power meeting must achieve something valuable for the three, and might be followed by a meeting of four of graver import. There is no guarantee that it will, no promise that it will settle anything at all unilaterally, but I shall be surprised if the sleeper does not wake up to find that while he dreamed, the night watchman had not been nodding. The impression remains vivid in my memory that in 1937 Coronation fever had attacked and almost mastered even the leading statesmen, and that in those times of mortal danger dancing Chancellors and Premiers rehearsing in fancy dress were the order of the day. The parallel between those two Coronation years is curiously exact. There was no encouragement to be found in France. Soon after the Coronation in May 1937, Blum's Government fell and France remained under feeble, indeterminate direction. Then, as now, for a brief season, France and her allies looked to M. Reynaud to "see what he could do." Then, as now, the word Locarno was topical. In 1936 Germany had denounced the pact and new Locarno substitutes were under discussion. In 1953 the name bobs up again as a possible solution. *Plus ça change, plus c'est la même chose*, but I fancy bitter experiences are lessons learned at last in high places. In 1953 Coronation fever did not prevent the Government's key-men from sticking to their vital tasks.

Reynaud's Remedy.—M. Reynaud's nostrum for an internationally responsible France proved unacceptable. I cannot see that France can be happy till she gets it, or something on those lines. Paul Reynaud is an old man, an elder statesman; he has had unrivalled opportunity to study French politics and her constitution, and to assess the efforts made to improve it. At a moment (there have been several notable ones) when the Western Powers looked anxiously towards France for some guarantee of a Government sufficiently stable to take a vital part in a world event, at a time when Frenchmen are unusually touchy about France's acceptance as a decisive power and influence internationally, M. Reynaud only asked for an assurance that, if he formed a Government, it would have a chance to survive long enough to achieve *something*. To us, he did not appear to open his mouth too wide. Apart from offering the voice of France in a vital three-Power discussion on world problems, there are not a few domestic "somethings" to be done in France. But Parliament wouldn't have him and his nostrums. The parties couldn't agree to let him try. Some don't want stable government, some panicked at his audacity, some objected to this or that in the implications of his domestic policy. The President must try again, the eternal compromise must bubble and burst, the inevitable day be postponed. M. France or another may carry the tottering compromise along for a while, but one day, let us hope not too late, Frenchmen must rise and unite to sweep away the bauble of their constitution and rewrite it to include the safeguards omitted, though comprehended, seven years ago. The greatness of a great people is of no avail if their Government is unstable as water.

Jam Yesterday, Jam To-morrow.—They order some things better in Paris than London. London wasn't built for crowds or for ceremonial marches. Paris was so in large part. It was planned, and traffic, if more dangerous, moves much faster in Paris. The rate of progress through the centre of London in the weeks just before and after the Coronation must have reached an all-time nadir. Reserved streets and crash barriers and decoration-arches worse confounded the confusion caused by the influx of new millions on foot and in cars, jay walkers and jay-drivers. The men I most pitied and admired were the London omnibus drivers. For them time was not on their side, no meters were ticking-up as they jerked from one circus to another or fought round the bend at Hyde Park Corner at 10 yards a minute. London those days was no place for the claustrophobic, the impatient, the man or woman to whom time means money. For the philosopher and the student of character and manners it offered fine opportunities for study and reflection. And, on the whole, Londoners revealed a good humour and patience beyond praise and beyond belief. If time *is* money for all who work, then the loss of money to the nation during those weeks of jam and chaos would be hard to assess with the last three noughts omitted. King's Cross is not very far from Piccadilly Circus nor Charing Cross from St. George's Hospital, but the journeys those days might take longer than the journey of 20 miles between Petersfield and Winchester or Liphook and Guildford. But perhaps what British "shopkeepers" lost on the swings, they made up on the roundabouts, even if some were luckier than others. Driving across England, I felt no doubt that those who deal in "bunting" have no grounds for complaint. THE OLD STAGER

NEXT WEEK'S ISSUE

THE CORONATION NAVAL REVIEW

A Special Issue of "The Sphere" Commemorating the Queen's Review of the Fleet at Spithead

THE QUEEN'S BARGE FOR USE ON THE THAMES DURING CORONATION CELEBRATIONS

THE PORT OF LONDON AUTHORITY'S MOTOR LAUNCH "NORE," WHICH HAS BEEN EQUIPPED AS A ROYAL BARGE FOR THE QUEEN DURING HER PROGRESS ALONG LONDON RIVER: At the after-end of the barge is the specially constructed, glass-surrounded cabin surmounted with the crown on a cushion. At the other end of the cabin is the Royal Cypher. The first official use of the barge was arranged for yesterday, when Her Majesty and the Duke of Edinburgh were to return from Tower Pier to Westminster Pier after being entertained to luncheon at Guildhall.

"CITY OF DURBAN," THE NEW ELLERMAN VESSEL FOR THE SOUTH AFRICAN RUN

THE LAST OF FOUR VESSELS BUILT FOR ELLERMAN LINES ON THEIR SOUTH AFRICAN RUN TAKES THE WATER AT VICKERS-ARMSTRONG NAVAL YARD AT HIGH WALKER, NEWCASTLE-UPON-TYNE: The 13,360-ton *City of Durban* leaves the slipway after being named by Mrs. A. F. Hull, wife of the Chairman of Ellerman Lines. Like her sister-ships, the *City of Durban* is a passenger and cargo vessel having room for 107 passengers. The other ships of the same class already in service are the *City of Exeter* and the *City of Port Elizabeth*, the latter being the Company's first passenger vessel to be launched since the war. The other ship is the *City of York*, which is expected to go into service in October, while the *City of Durban* will not leave these shores until January of next year.

THE ROYAL CAR PASSES UP LUDGATE HILL NEAR THE END OF THE JOURNEY FROM BUCKINGHAM PALACE : The Queen and the Duke of Edinburgh were cheered enthusiastically by great crowds in Fleet Street, in Ludgate Circus itself, and upon Ludgate Hill as they arrived for the Coronation Thanksgiving Service at St. Paul's Cathedral. Around the Cathedral the crowd was massed in greatest numbers, but there was no point along the route at which the people were not standing four or five deep.

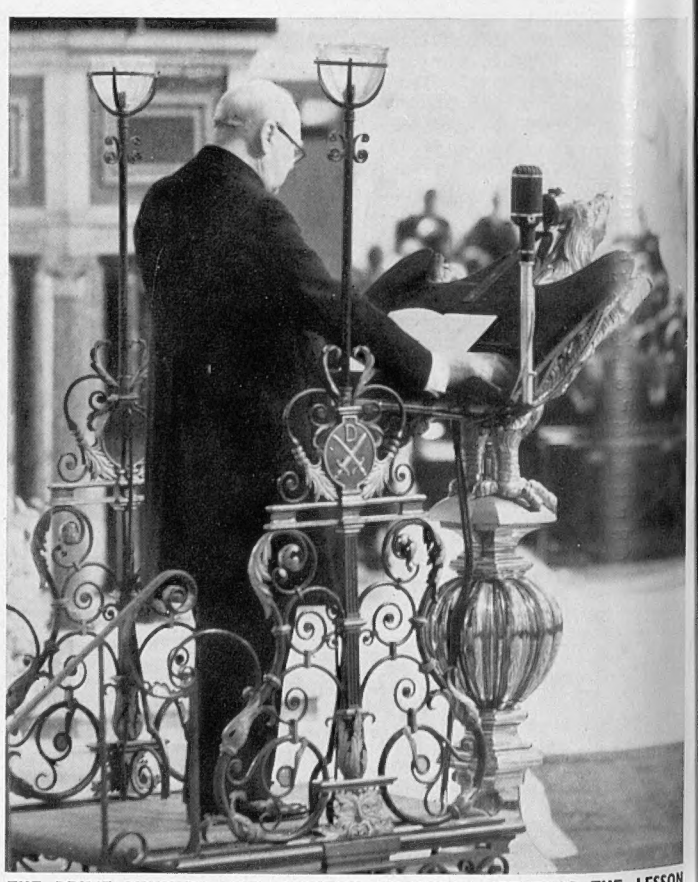
The QUEEN RETURNS THANKS

HER MAJESTY DRIVES WITH THE DUKE OF EDINBURGH TO ST. PAUL'S FOR THE CORONATION THANKSGIVING SERVICE

Last Tuesday, on a morning of sunshine, in contrast to the sombre weather of Coronation week, the Queen and the Duke of Edinburgh drove through thronged streets from Buckingham Palace to St. Paul's Cathedral to attend the Coronation Thanksgiving service. The Queen left Buckingham Palace at 10.45 a.m., and by that time the whole route along the Mall, through Trafalgar Square, along the Strand and Fleet Street to St. Paul's was thronged with people, some of them Coronation visitors to London, and in the Strand and the City many of them office and shop workers who had temporarily abandoned their desks and counters to acclaim her Majesty as she passed by. The Queen and the Duke drove in the same semi-open car which they have used for their Royal drives through the boroughs, so that they could be clearly seen by the thousands lining the route.

The service of thanksgiving was conducted by the Dean of St. Paul's, and the Archbishop of Canterbury preached the sermon. The prayers were led by the Moderator of the Free Church Federal Council, and to Sir Winston Churchill, the Prime Minister, fell the task of reading the Lesson. The day was a full one for the Queen and the Duke, for in the afternoon they made their fourth and last Coronation drive through London, touring the south-western boroughs after leaving Buckingham Palace at 2 p.m.

THE QUEEN AND THE DUKE OF EDINBURGH MOUNT THE STEPS OF ST. PAUL'S PRECEDED BY THE LORD MAYOR OF LONDON CARRYING THE PEARL SWORD : Great crowds gathered on the roadway beneath the Cathedral's West Portico and cheered the Queen and the Duke as they arrived. They had been preceded some minutes before by Queen Elizabeth the Queen Mother and Princess Margaret.



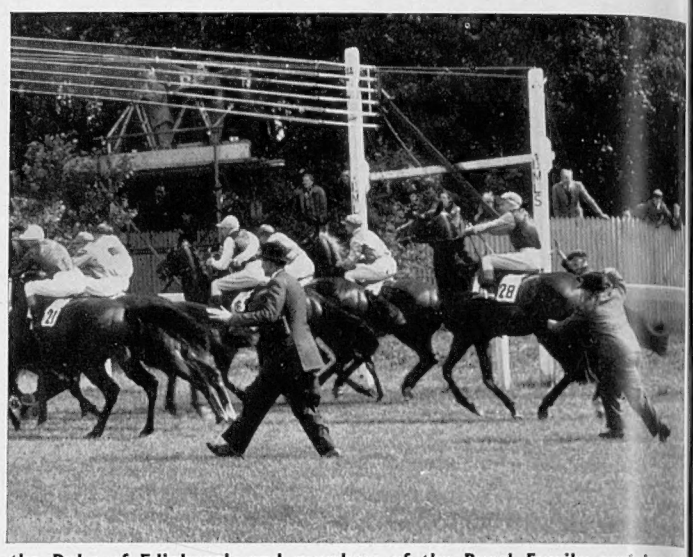
THE PRIME MINISTER, SIR WINSTON CHURCHILL, READING THE LESSON IN ST. PAUL'S : The service was broadcast and televised, and one of the microphones can be seen rising on the right-hand side of the golden lectern at which Sir Winston Churchill is standing.

THE MEMBERS OF THE ROYAL FAMILY AT THE SERVICE OF THANKSGIVING WITHIN ST. PAUL'S: The Queen, the Duke of Edinburgh, Queen Elizabeth the Queen Mother, Princess Margaret, the Duke and Duchess of Gloucester, the Princess Royal, the Duchess of Kent, the Duke of Kent and Princess Alexandra in the Cathedral, with the Pearl Sword placed upon a cushion in front of the Queen. The service lasted an hour. Afterwards the Queen led the procession to the West Door.

THE ROYAL FAMILY AT THE HEAD OF THE MIGHTY CONGREGATION IN ST. PAUL'S: This is a more general view of the scene within the Cathedral during the service, which was attended by members of the Cabinet, High Commissioners, Colonial rulers and representatives of Commonwealth countries. Many were reminded on this great day of the countless times both in peace and in war when the Queen's father and her grandfather had journeyed to St. Paul's in order to give thanks, not least on the occasion of the Silver Jubilee of the reign of King George V and at the start of the Festival of Britain, when King George VI led the nation in prayer.

THE CORONATION DERBY

SIR GORDON RICHARDS WINS THE GREAT RACE ON PINZA, WITH THE QUEEN'S COLT AUREOLE IN SECOND PLACE



PRELUDE TO ONE OF THE MOST MEMORABLE DERBIES IN THE HISTORY OF THE RACE: *Left*—The Queen, the Duke of Edinburgh and members of the Royal Family arriving at the Grand Stand entrance after driving down the course from Tattenham Corner Station. *Right*—The start of the race, with Bruce Hobbs (in foreground) ensuring that the Queen's horse Aureole met with no mischance during the line-up. Aureole is a temperamental colt, but he took part in an orderly and swiftly-arranged start.

The victory of the Queen's horse Aureole in the Coronation year Derby would have been a fitting climax to Coronation week, but even if that great event did not come to pass, the day will always be famous in the annals of the Turf, for Gordon Richards, the jockey with the greatest riding record since racing was first begun, rode to victory Sir Victor Sassoon's fine colt Pinza and thus set the seal on his fame. It was Richards' twenty-eighth attempt to win the race, and he succeeded in truly brilliant style, coming down the hill with Pinza well-placed and well-balanced, and then, past Tattenham Corner, making his great effort. The pacemaker Shikampur had leapt into a five-length lead, but Smirke's attempt to slip the whole field was not successful. Pinza passed the fading Shikampur with about 330 yards to go. Then the Queen's Aureole, which had a lot of ground to make up, challenged on the outside, and swiftly came into second place. So they battled up the straight, but the momentary roar of the crowd when the Queen's horse came on the scene was hushed when it was noted that Pinza was not to be denied. As Gordon Richards returned to the unsaddling enclosure pandemonium broke loose upon the course and in the enclosures, for if there could not be a Royal victory, this was the victory the crowd wanted instead. Richards and Pinza got a reception of such magnitude that it was apparent even to visitors that here was acclamation not for one individual performance, but for a career devoted to the Turf. Pinza, the winner, started joint favourite with Premonition. The colt is by Chanteur II out of Pasqua, and was bred by F. Darling. Twenty-seven horses ran in the race, and the winning owner, Sir Victor Sassoon, for whom hopes have also been long deferred, received £19,118 10s. Sir Victor has spent a fortune on British bloodstock during his career.

THE DERBY FIELD ROUNDING TATTENHAM CORNER, WITH THE AGA KHAN'S SHIKAMPUR WELL IN THE LEAD AS C. SMIRKE STROVE TO "SLIP" THE WHOLE FIELD IN A DASH FOR THE WINNING POST: Smirke's tactics did not succeed, and Gordon Richards is seen bringing Pinza round on the rails behind Shikampur, a perfectly balanced combination ready to tackle the final stages of the race. At this point the Queen's Aureole was making up ground fast, and the colt is seen (with white noseband) in the leading group coming round Tattenham Corner towards the outside. It was shortly after this that Pinza's devouring stride began to whittle away Shikampur's commanding lead.

DERBY DAY FERVOUR IS REFLECTED IN THE ROYAL BOX DURING THE PROGRESS OF THE RACE FOR THE BLUE RIBAND OF THE TURF: Towards the left is the Duchess of Kent, with Crown Prince Olav of Norway just behind her. On the right the Queen stands beside the Duke of Gloucester, and the Duke of Edinburgh stands in the background. The Queen wished Gordon Richards well before the race, and after it was over she received him in the Royal box to congratulate him on his success.

PINZA PASSES THE POST A CLEAR FOUR LENGTHS AHEAD OF THE QUEEN'S AUREOLE, WITH THE FRENCH CHALLENGER PINK HORSE IN THIRD PLACE, AND SHIKAMPUR, THE PACEMAKER, ANOTHER LENGTH AWAY: This was the brilliant scene as Sir Victor Sassoon's fine colt won the great race after storming up the straight. Aureole ran really well, and up to his form on previous appearances.

ROYAL GOOD WISHES BEFORE THE OFF, AND THE ACCLAIM OF THE WHOLE RACING WORLD AFTER IT WAS OVER: *Left*—The Queen wishes the best of luck to Sir Gordon before the start of the race when they met in the paddock. *Right*—Pinza, being led in with his trainer, N. Bertie, walking beside the groom, and the owner, Sir Victor Sassoon, behind them. A tremendous outburst of cheering greeted horse and rider at this point. It was Sir Gordon's twenty-eighth attempt to ride the winner of the Derby.

The ROYAL FAMILY DRIVES to COVENT GARDEN

LAST MONDAY'S VISIT TO THE ROYAL OPERA FOR THE GALA PERFORMANCE OF BRITTEN'S NEW OPERA OF ELIZABETHAN ENGLAND

A CROWD OF 15,000 CHEERED THEM AS THEY LEFT THE PALACE EN ROUTE TO THE ROYAL OPERA HOUSE, COVENT GARDEN, FOR THE GALA PERFORMANCE OF BENJAMIN BRITTEN'S OPERA "GLORIANA": *Left*—The Queen, a resplendent figure in a diamond tiara, acknowledging the cheers as she drove with the Duke of Edinburgh. *Right*—Queen Elizabeth the Queen Mother driving with Princess Margaret. The Queen Mother wore a gown of white tulle and the ribbon and star of the Garter.

THE QUEEN AND THE DUKE OF EDINBURGH ARE ESCORTED TO THE ROYAL BOX BY LORD WAVERLEY, CHAIRMAN OF THE COVENT GARDEN OPERA TRUST: The Queen wore a white silk full-skirted evening gown, decorated at the neck with golden pailettes. She wore the ribbon and star of the Garter.

THE PRINCESS ROYAL AND THE DUCHESS OF KENT DROVE TOGETHER: They are seen at the moment when their car drew up outside the Royal Opera House, where a crowd of about 4,000 was waiting.

THE DUKE AND DUCHESS OF GLOUCESTER AT COVENT GARDEN: The Duke wore knee-breeches and the insignia of the Garter. Princess Alice, Countess of Athlone, the Earl of Athlone, the Earl and Countess of Harewood, Princess Astrid and Prince George of Hanover were other Royal guests.

THE RACE FOR HIS MAJESTY'S GOLD PLATE ON ASCOT HEATH—A COLOURED AQUATINT AFTER A PAINTING BY THE GREAT JAMES POLLARD, WHO RECORDED THE RACING SCENE SO FAITHFULLY: The date of the engraving is 1826, during the reign of George IV, who in 1829 won the Gold Cup with his four-year-old Zinganee, which beat one of the finest fields ever started in the Gold Cup.—*This engraving is reproduced by courtesy of the Parker Gallery.*

ROYAL ASCOT THROUGH THE AGES

The Celebrated Race Meeting which Queen Anne Brought Into Being Upon the Heath, and which Flourishes so Exceedingly To-day Under Royal Patronage

By BRIAN VESEY-FITZGERALD

QUEEN ANNE, due partly to the unimaginative teaching of history in our schools and partly to a series of singularly stodgy statues, is commonly regarded as a dull woman. In fact, as Wissing's delightful portrait shows, she was, at least when young, exceptionally personable, and she left an indelible mark on English sporting and social history. It was Queen Anne who founded Royal Ascot.

One day in early May 1711 she went for a drive from Windsor Castle. She drove over Ascot Common, and she saw at once the natural advantages the Common offered for her favourite sport. On her return to Windsor she gave instructions for a race-course to be prepared immediately, and announced her intention of presenting a plate to be raced for. Work on the course—the "round heat," as it was known—was started at once, and it was completed in a matter of a little over two months, at a total cost of £574 2s. 5d., a very considerable sum for those days. Work was so well advanced by the end of June that the *London Gazette* of July 12, 1711, contained the following announcement: "Her Majesty's Plate of 100 Guineas will be run for round the new heat on Ascott Common near Windsor on Tuesday, August 7th next, by any horse, mare or gelding, being no more than six years old the grass before, as must be certified under the hand of the breeder, carrying 12 st., three heats, to be entered the last day of July, at Mr. Hancock's, at Fern Hill, near the Starting Post."

Actually the meeting was postponed until the end of the week. It was on Saturday, August 11, 1711, that Queen Anne, accompanied by a brilliant suite, drove over from Windsor Castle to open the first Ascot Race Meeting. This may properly be called a State Drive, since the major part of the Court accompanied her. But it was not, since she did not drive down the course, the first Royal procession, and the Windsor Greys were not, as is so often said, used on this occasion. There were, as a matter of fact, no Windsor Greys at that time. George IV was responsible for the first Royal procession in 1825, when he was driven up the New Mile in a coach drawn by four grey horses.

Racing at Ascot flourished until the death of Queen Anne, but George I did not care for racing and Ascot was neglected. Between 1714 and 1720 there was no racing at all, and though there were occasional races after that date they were not of importance and there was no Royal patronage. George II cared as little for racing as his father had done, but he was extremely interested in horses and horse-breeding, and he did not discourage his family from taking a deep interest in racing. His third son, the Duke of Cumberland, was the first Royal member of the Jockey Club, the breeder of Eclipse, and a great patron of the Turf. When he was appointed Ranger of Windsor Forest, Ascot Common came under his particular notice and care, and he set about putting the sadly neglected course in order and promoting races with prizes worth the winning. When he died in 1765, Ascot Races were well on the way to rivalling those at Newmarket.

Eclipse did not race over the course during the life-time of the Duke of Cumberland, but four years after his death, when in the ownership of Dennis O'Kelly, he won the Noblemen and Gentlemen's Plate of 50 guineas, and I think that that year, 1769, may be taken as the real turning-point in the history of Ascot. Royalty had made the course and founded the meeting, Royalty had rescued it from neglect, and now the greatest horse of the age, and one, moreover, bred by Royalty, had raced and won over the Royal course.

(*Continued on following page*)

A MIGHTY CHALLENGER FROM OVERSEAS: The great Omaha, a winner of the Kentucky Derby, which failed to win the Ascot Gold Cup for Mr. Woodward, being beaten by Lord Stanley's game filly Quashed after an epic struggle.

A FAMOUS STAYER WHO WON THE ASCOT GOLD CUP IN CORONATION YEAR 1937: Lady Zia Wernher's Precipitation, a brilliant performer on the turf and a horse of great staying blood, being by Hurry On out of Double Life.

ALYCIDON WINS THE ASCOT GOLD CUP OF 1949: One of the greatest stayers of the post-war years seen when passing the post, with Douglas Smith in the saddle. Alycidon's victory followed a series of French successes in this gruelling race.

ROYAL ASCOT THROUGH THE AGES

WITH A LENGTH TO SPARE, AND HIS JOCKEY GLANCING BACK, THE EMPEROR WINS THE RACE FOR THE EMPEROR'S CUP AT ASCOT IN 1845 : With George Whitehouse in the saddle, the colt beat Fau-a-Ballagh and Alice Hawthorn to win the prize offered by the Emperor of Russia. Until 1845 this race, over 2½ miles, had been called the Ascot Gold Cup, but the new name, the Emperor's Cup, persisted until 1854, when again the Ascot Gold Cup was renewed, the first winner of the new series being West Australian. The Emperor was the winner of the Ascot Gold Cup in 1844 (the last of the first series) and was one of the best stayers of his time. This engraving by J. Harris is from a painting by J. F. Herring and is reproduced by kind permission of Fores' Gallery.

(*Concluded from previous page*)

At that time, of course, Ascot was common land. (It was not until 1813 that an Enclosure Act was passed assigning the racecourse as part of His Majesty's share of the allotments, but with this very important provision embodied in the Act: that "it should be kept and continued as a racecourse for the public use at all times as it has usually been.") There was no Grand Stand, and Royalty watched the racing from coaches; there is no truth in the story that the white house on the London–Reading road was originally Queen Anne's Grand Stand. The first Grand Stand was built towards the end of the eighteenth century by George Slingsby.

In 1772 a cup was raced for for the first time at Ascot. The race was instituted by the Duke of Cumberland, and was for five-year-olds, the property of subscribers, over a four-mile course, each subscriber staking 100 guineas. There were eleven subscribers for this first race, which, oddly enough, in view of the prize, resulted in a walk-over for the Duke of Cumberland's Maria. This was not the start of the race for the Gold Cup, of course—the Gold Cup was first run for in 1807, and prior to its institution the most important event in the Ascot Calendar was His Majesty's Plate of 100 guineas, which was the direct descendant of Queen Anne's Plate presented at the first meeting of all—but I believe that I am correct in saying that a cup was raced for each year from 1772 until 1807, so I think that we may see in the Duke of Cumberland's race the origin of the most famous of all Ascot races. Certainly from this time onward great races were run at Ascot for big prizes (the richest prizes seem always to have had their home at Ascot), and in 1791, on June 28, the greatest race of the eighteenth century was run. This was the Oatlands Stakes, which attracted forty-one subscribers at 100 guineas each, half forfeit. The prize actually raced for was 2,950 guineas, which, considering the value of money then and now, must surely be the most valuable prize ever raced for on the English Turf. A crowd estimated at 40,000 watched the race—or, at any rate, went to Ascot for the day—and saw the Prince of Wales's Baronet win by half-a-length from Empress. Betting on this race was so furious that it was estimated at the time that £1,000,000 sterling changed hands. The Prince himself, in addition to the very substantial prize, won over £17,000 in bets. It was after this race that George III, when congratulating his son on his success, made the remark: "Your Baronets are more productive than mine. I made fourteen last week, but I get nothing from them. Your single Baronet is worth all mine put together."

George IV was very keen on racing, and was the owner of the three best long-distance horses in England —Zinganee, The Colonel and Fleur de Lis—and only Edward VII, as Prince of Wales and King, has been equally successful among Royalty as an owner. It is, too, to George IV that we owe two of the features of Ascot. It was he who instituted, in 1825, the Royal procession, the most colourful pageant of the racing year. And it was he who introduced the Royal Enclosure.

COLOURED SILKS AND FLASHING HOOVES : The field thundering round the bend after passing the stands for the first time in the Ascot Stakes of 1951, one of the long-distance events of the meeting. The race produced a sensation when there was an objection to the winner Royaliste IV, a rare event at Ascot, and the race was awarded to Guerrier. As in the Derby and the other classics, owners are somewhat reluctant to object at Ascot.

In 1807 the Gold Cup, Ascot's oldest and most famous race, was run for the first time over a course of 2½ miles. The announcement for the first race was: "A Gold Cup of 100 Guineas value, the remainder in specie; a subscription of 10 guineas each for 3-year-olds, 6 st. 12 lb.; for 4-year-olds, 8 st. 2 lb.; 5-year-olds, 8 st. 12 lb.; 6-year-olds and aged, 9 st. 4 lb.; mares allowed 3 lb. The owner of the second horse to receive back his stake." Master Jacky, a three-year-old, won the first Gold Cup by half-a-length. It is interesting to note that the scale of weight for age then was very little different from the scale of to-day. Then there was a difference of 18 lb. between three-year-old and four-year-old: to-day the three-year-old carries 7 st. 7 lb. and the four-year-old 9 st., a difference of 21 lb.

George IV himself won the Gold Cup of 1829, when one of the best fields in the history of the race went to the post, containing, as it did, two Derby winners, an Oaks winner, a St. Leger winner and the winner of the Gold Cup of the previous year. Zinganee won by a length from Mameluke, the Derby winner of 1827.

But, though George IV did so much for Ascot, he very nearly killed the Gold Cup. Towards the end of his life he became very conscious of his position, and decreed that "common fellows" must not run a horse in the Gold Cup. A "common fellow" was anybody who was not a member of the Jockey Club, Brook's or White's. As a result, only four horses ran in 1830, and to make matters worse it was a very wet season and the King was ill. In the following year only two horses ran. William IV very wisely threw the race open again, and undoubtedly saved it.

William IV had not his brother's passion for horses. His interest was the sea. But he was an astute man, and he realised that the public expected their Monarch to race. He therefore kept up the Royal stud and stables, but could not work up any interest in them. It is recorded of him that, when his trainer asked him which of his horses he wished to run at Goodwood, he replied: "Oh, send the whole squadron. Some of them, I suppose, will win." It is not surprising to find that he did not frequent Ascot as regularly as had his brother.

M. BOUSSAC'S ARBAR ACHIEVES A FAMOUS VICTORY FOR FRANCE IN THE ASCOT GOLD CUP OF 1948 : The French horse passing the post away ahead of Bayeux II and Roi de Navarre when scoring one of the easiest of victories in the great race. It seemed in those days that the French were to remain paramount in all the staying races, but 1949 brought renewed hope for British backers when Alycidon won so convincingly.

BATTLING UP THE STRAIGHT IN AN EPIC STRUGGLE FOR THE ASCOT GOLD CUP IN 1936 : Lord Stanley's Quashed, nearest camera, and Mr. Woodward's Omaha, fighting out the finish. For three furlongs they raced neck-and-neck, Quashed having got the first run, and despite his stride, Omaha was unable to account for the game filly.

THE PRIME FAVOURITE OF ASCOT RACE-GOERS : The immortal Brown Jack, winner of the Queen Alexandra Stakes six times in succession between 1929 and 1934. In 1928 Brown Jack was the winner of the Ascot Stakes.

SIR GORDON WINNING THE ASCOT GOLD CUP OF 1952 ON AQUINO II : The jockey, whose knighthood in the Coronation honours aroused such enthusiasm among racing men, seen riding a characteristic finish, coming through on the rails. Sir Gordon always does well at Ascot.

Though William IV saved the Gold Cup, Ascot during his reign suffered a temporary decline. When the King realised what was happening, he made enquiries and soon became convinced that there was a deal of bad management. Up to that time the only Steward had been the Master of the Buckhounds, and the whole of the arrangements for the meeting were in his hands. It was William IV who decided that in future the Stewards of the Jockey Club should assist in all matters connected with the actual racing, but that matters of finance should remain under the control of the Master of the Buckhounds.

Queen Victoria " attired in a pink silk slip, over which was a lace dress . . . a white gauze poke bonnet, trimmed with pink ribbons and ornamented with roses inside and out," drove in state up the New Mile in 1838 and was enthusiastically applauded by an enormous crowd. There had been some doubts whether the young Queen would take any interest in racing or Ascot. But the young Victoria was herself an excellent horsewoman and an excellent judge of a horse, and had, indeed, jumped in the circus ring at Brighton, though not, of course, before an audience, and she was for most of her reign to take the keenest interest in racing and in Ascot.

In 1844 the Royal procession was particularly brilliant, for this was the year of the visit of Nicholas I, Czar of all the Russias. The Queen, the Prince Consort, the Czar, the King of Saxony—this was indeed something to cheer. And the cheering and the racing so pleased the Czar that he asked to be allowed to give a piece of plate value £500 each year, to be known as The Emperor's Plate, to take the place of the Gold Cup. The Plate presented for the race of 1845 was a truly magnificent trophy, a copy of Falconetti's statue of Peter the Great, mounted on a plinth bearing engravings of Windsor Castle, the Kremlin and the Winter Palace in St. Petersburg. And so from 1845 to 1853 the Gold Cup became the Emperor's Plate. In 1854 we were at war with Russia, and the Gold Cup returned to its own.

Many famous horses have run for the Gold Cup, for this, the greatest of the Ascot prizes, is sought after by owners from all over the world. West Australian, one of the great horses of the English Turf, the Triple Crown winner of 1853, won in 1854. In 1866 Gladiateur, French-bred and French-owned, who had won the Triple Crown the year before, won by a distance estimated at forty lengths after being at least 300 yards behind at one time. Gladiateur was one of the most astonishing racehorses of all time, for he was really little better than a cripple for the whole of his racing career and won all his greatest races when lame. In 1879 came Isonomy, another really great horse, and he won again in the following year, and in 1884 St. Simon, as a three-year-old, just galloped away from his field. But to look down the list of Gold Cup winners is to look down a list of famous horses, almost all of whom have won fame in other great races on other courses. The Gold Cup is a very stiff test of a horse, and few win it twice. Those that have done so are Anticipation, Bizarre, Touchstone, The Emperor, The Hero, Fisherman, Isonomy, The White Knight, Prince Palatine, Invershin and Trimdon. Class and courage, stamina and finishing speed are needed to win a Gold Cup, and these qualities have always been needed. Even so, the character of the race has changed considerably, particularly during the present century. At one time three-year-olds ran regularly and won quite frequently. Nowadays it is uncommon for three-year-olds to run, and the last to win was Bomba in 1909. At one time it was quite usual for the Derby winner of the year before to win : now it is unusual for the Derby winner to race at all as a four-year-old (which is a great pity), and the last Epsom Derby winner to take a Gold Cup was Persimmon in 1897. Nowadays the race is usually won by a four-year-old colt, the last filly to win being Quashed in 1936, when she held off the American horse, Omaha, to win by a short-head in a most exciting race.

Of the other races featured in the modern Royal Ascot programme, the Ascot Stakes was first run for in 1838 ; the Hunt Cup and the New Stakes in 1843 ; the Gold Vase, the Coronation Stakes, the St. James's Palace Stakes, the King's Stand Stakes, all date from before 1860 ; the Rous Memorial Stakes, the Wokingham Stakes, the Hardwicke Stakes and the Queen Alexandra Stakes all before 1880. Indeed, the only new races of outstanding importance instituted at Ascot in the last seventy years have been the King George VI Stakes and the Queen Elizabeth Stakes, neither of which is run during the Royal meeting. The former was instituted in 1946, for three-year-olds over a two-mile course and run in October : the latter was first run over a mile-and-a-half at the July meeting of 1948. Now they have become one race for three-year-olds and upwards over a mile-and-a-half, weight for age. Tulyar won last year. There can be no doubt that this new race will remain a popular one, and with the enormous prize money, it seems likely that it will have something of an adverse effect on the Gold Cup. Each one of these traditional Ascot races attracts famous horses, and usually big fields. Sometimes, though very rarely, races become associated with certain horses. That has certainly been the case with one of Ascot's races. The Queen Alexandra Stakes, the longest race held under Jockey Club rules, will always be associated with the name of Brown Jack, one of the most versatile horses ever to step on to an English course (though for versatility Knock Hard of Gold Cup fame must, I think, take the palm), who won six years running. When Brown Jack retired, much of the personality of that race went with him.

If Ascot has retained its traditional races, it has managed in some miraculous fashion to retain the value of the prize money offered, and with the exception of one or two exceptional races, such as the Derby and the St. Leger, this is something that no other course has managed to do. On most courses the prize money has not been increased much, if at all, in the past fifty years, while the value of money has been shrinking steadily. At Ascot, though possibly only the King George VI and Queen Elizabeth Stakes (which brought £23,302-odd to Tulyar's owner) can compare on strict value with the Oatlands Stakes of 1791, the prize money has more or less kept pace with the fall in the value of money. For example, the Gold Cup of 1900 was worth a little over £3,000 ; the Gold Cup of 1951 was worth £11,000.

The Ascot story started with a Queen and it ends with the Queen. When Queen Elizabeth II and the Duke of Edinburgh drive this year for the first time in their own Royal procession there will not be one of the thousands watching who will not be hoping that one day soon they will drive to see the Royal colours carried to victory in the Gold Cup.

FROM ASIA, EUROPE AND AMERICA

A Survey of the Foreign News in Pictures

A SPECTACULAR ERUPTION IN LAKE WISDOM, AT THE CENTRE OF LONG ISLAND, NEW GUINEA : Steam and volcanic ash pouring from the conical island, 200 yards in diameter and 60 ft. high, which rose from the bed of the lake during the eruption of a volcano. Steam from the crater reached 6,000 ft.

THE HORSESHOE ISLAND LEFT BY THE ERUPTING VOLCANO IN LAKE WISDOM, NEW GUINEA : This aerial picture shows the new island apparently quiescent but still steaming after the eruption. When the eruption began, the local population of about 300 were evacuated to Saidor, on the mainland.

THE 6,000-FT. COLUMN OF STEAM WHICH ROSE FROM THE LAKE IN THE CENTRE OF LONG ISLAND, NEW GUINEA, DURING THE VOLCANIC ERUPTION : Near the base of the column a great jet of mud can be seen shooting up from inside the crater, which rose 60 ft. above the surface. Long Island is situated between the western tip of New Britain and Madang, on the New Guinea mainland.

DAMPING THE ENTHUSIASM OF STRIKERS IN ROME—POLICE USING HOSEPIPES TO DISPERSE STRIKERS : Some Roman war veterans, who are claiming higher pensions, organised a sit-down strike in Rome a few days before the General Elections were to take place. The strike was broken up by the police turning a hose on the war veterans who, after a short struggle, dispersed. No one was injured.

"EL CAMPESINO'S" ARRIVAL IN ITALY JUST BEFORE THE GENERAL ELECTIONS WERE HELD : The ex-Communist General of the Spanish Civil War is seen addressing a crowd in the Piazza de Santi Aposteli, in Rome. The General's real name is Valentino Gonzales and he won fame during the Spanish Civil War. On General Franco's victory in 1939, "El Campesino" escaped to Russia, where he remained for nine years, and then, renouncing the Communist creed, he escaped to the West. It is reported that this visit to Italy had nothing to do with the elections, but his arrival only a few days before the voting took place is said by some politicians to have been deliberately arranged for propaganda purposes. "El Campesino" himself claims that his visit is entirely non-political, but the platform from which he is speaking in this picture is plastered with posters exhorting the people to vote for the Social-Democratic Party—one of the anti-Communist parties. He made no mention of politics in his speech, but told his audience of the Italian prisoners-of-war who are still held in Russian concentration camps.

M. PIERRE MENDÈS-FRANCE, WHO UNEXPECTEDLY ACCEPTED THE FRENCH PRESIDENT'S INVITATION TO FORM A GOVERNMENT BUT WAS REJECTED BY A NARROW VOTE WITHIN THE ASSEMBLY: M. Mendès-France said that if he were confirmed in office he would seek to make France less dependent on the United States and more closely linked with Great Britain. Asking for full powers to carry through fundamental economic and financial reforms, he said he would go to the Bermuda Conference with concrete grounds for ending hostilities in Indo-China. These reforms were to be achieved by a system of Government by decree which would simultaneously leave the real power in the hands of Parliament. M. Mendès-France based his declaration on the acceptance of "the cruel notion of France's decline." His programme, he said, was a single whole which must either be applied or rejected and was based on the conviction that all France's troubles arose from the one basic fact: that the State inclined to take on, at home and abroad, tasks which vastly exceeded its means.

M. PAUL REYNAUD, WHO WAS ALSO UNSUCCESSFUL IN HIS ATTEMPT TO FORM A FRENCH GOVERNMENT: He is seen seated in the Assembly before asking for constitutional reforms providing for the dissolution of the Assembly when a Government was overthrown after being in office less than eighteen months.

THE BODY OF TOM HAYHOW, THE RECORD-BREAKING AIRMAN, IS FOUND IN AUSTRIA: This picture shows Mr. Hayhow's plane, wrecked on a mountainside 20 miles from Salzburg. The wreckage and the British flier's body were discovered by an American ski-ing party. Mr. Hayhow, who established twenty-eight light aircraft records last year, was attempting to set up a light aircraft point-to-point record from London to Belgrade when he crashed. Flying an Auster light training aircraft, he took off from Denham Airfield on April 10. He flew non-stop to Riem Airport and from there to Munich. From Munich he was to have flown to Belgrade via St. Ilz and Ivanic Grad, but after leaving Munich there was no more news from him. Civil aviation authorities immediately instituted a search for the aircraft in Germany and Austria and a search was also made in Yugoslavia, but these were unsuccessful. It is thought that Mr. Hayhow's body and the aircraft were partly hidden by the deep snow where the crash occurred, and were not seen by the searchers. The thaw has now revealed the wreckage.

A GERMAN AIRMAN AND HIS WIFE PLAN TO SAIL THE ATLANTIC IN A RUBBER DINGHY BEFORE THEIR BABY IS BORN: An ex-Luftwaffe airman, Wilhelm Gerner, and his wife are seen in the rubber dinghy in which they hope to cross the Atlantic. The trip must be accomplished within six months because Frau Gerner is expecting a baby.

MRS. ELEANOR ROOSEVELT IS PRESENTED WITH A BOUQUET ON HER ARRIVAL AT TOKYO AIRPORT FOR A FIVE-WEEK VISIT TO JAPAN: On the left of this picture is Mrs. Roosevelt's daughter-in-law, Mrs. Elliot Roosevelt, and next to her is Miss Maureen Corr, Mrs. Roosevelt's secretary. The visit is made at the invitation of the Japan Committee for Intellectual Interchange. Shortly after Mrs. Roosevelt's arrival in Tokyo a Japanese newspaper reported that a group of Japanese women, led by an American woman, stopped Mrs. Roosevelt's car in which she was travelling, and demanded that they be given an interview. This was refused and the ensuing struggle was broken up before any damage was done.

REPORTING TO THE AMERICAN PEOPLE—MR. JOHN FOSTER DULLES, THE UNITED STATES SECRETARY OF STATE, REHEARSING THE RADIO AND TELEVISION PROGRAMME IN WHICH HE DESCRIBED HIS RECENT TOUR OF THE MIDDLE EAST: Mr. Dulles' itinerary, beginning in Cairo, took him as far afield as India and Pakistan. He has also toured Europe and countries of the Near East since assuming office.

On his return to the United States after his tour of the Middle East, Mr. Dulles said that the main problems confronting United States policy in the Middle East were the Suez Canal dispute, the "uneasy armistice" between Israel and the Arab States, the problem of Arab refugees, the Kashmir dispute and the prevalence of poverty. "The United States," he said, "while standing against any breach in the ranks of the Western Powers, and without in anywise undermining the State of Israel, is determined to find a way toward a broader unity in which the nations of the Near East and South Asia may live together . . . and add to the strength of the free world." There are critics, however, who believe that the American statesmen as newcomers to active world-wide politics incline to naïveté in their apprisal of the complex problems confronting them, particularly in their approach to non-Christian nations.

BRITAIN'S BIGGEST FIREWORK SHOW, A TRADITIONAL FEU DE JOIE TO CELEBRATE THE QUEEN'S CROWNING : A shower of golden rain falling across the Thames during the great Coronation Night firework display staged by the London County Council in association with the Ministry of Works. Hundreds of thousands of people, packed along the Victoria Embankment and on Westminster Bridge and Waterloo Bridge, saw this display, much of which was reflected in the waters of the Thames. Promptly at 10.30 p.m. the floodlights at County Hall and the riverside lights from there to Hungerford Bridge went out, leaving the 300-yard stretch of river in comparative darkness. Simultaneously on a radio signal from the display manager, the display operators began firing the maroons electrically. After the first few maroons a 50-ft. portrait in fireworks of the Queen appeared at ground-level. It burned for about 20 seconds, and then, on either side, blazed pictures of the Duke of Edinburgh, the Duke of Cornwall and Princess Anne. The portraits had barely faded from sight when 200 coloured rockets filled the sky.

LONDON A BLAZE of GLORY

The Fireworks and the Illuminations on the Night of the Coronation

On left—

SPIRALS OF GOLD AND SILVER : This was another of the spectacular firework effects during the Coronation-night display on the South Bank, near County Hall.

Above—**ALONG THE GOLDEN ARCHWAY OF THE MALL:** This was the brilliant scene on Coronation night after the Queen, making her third balcony appearance of the evening, had switched on London's illuminations, which were greeted with a great wave of cheers in the Mall and in Piccadilly. Later in the evening the crowds again surged round the Palace, when the Queen made a fourth appearance.

Below—**THE SEA OF UPTURNED FACES UPON WESTMINSTER BRIDGE DURING THE CORONATION NIGHT FIREWORK DISPLAY:** The bridge was jammed from end to end, providing a first-class grandstand for the illuminations, the most spectacular of their kind ever held in London. Over four-fifths of the display was aerial, so that Londoners in outlying areas and on hill-top sites might enjoy the effects.

FACETS OF THE CORONATION WEEK

A Floating Hotel and a Floating Tent Upon the Thames ; Roasting Oxen in English Villages ; The Duke and Duchess of Windsor in Paris Celebrations ; Berlin and the Coronation ; The Queen Receives Commonwealth Troops at the Palace

A FLOATING HOTEL FOR CORONATION VISITORS TO LONDON : Norway's new streamlined vessel, *Braemar*, which has a superstructure rather similar to that of a submarine's conning-tower, seen in the Pool of London after making fast near London Bridge. The vessel provided accommodation for a large number of Coronation visitors and afterwards left the Thames to begin her regular run between Newcastle and Oslo.

A FLOATING TENT UPON THE WATERS OF THE THAMES : This was one of the strange sights in London as the Coronation preparations neared completion. A television tent, for the use of Coronation guests accommodated in stands on the Embankment, was erected upon one of the piers and then floated into position, thus saving vitally needed space on terra firma. In the background is County Hall and the South Bank site, the scene of the great fireworks display on Coronation night.

HOW A DERBYSHIRE VILLAGE CELEBRATED THE GREAT DAY : The ox-roasting ceremony taking place in the village of Tideswell. The charcoal fire was lit in the village square with a "wall" of barbed wire to keep sightseers at bay. Roasting started at 10 p.m. on the eve of the Coronation, and by 11 a.m. on Coronation morning the task was almost complete. The ox was turned on the spit with the aid of a cart wheel set above the brick sides of the oven.

A CORNISH VILLAGE WHICH CELEBRATED IN GOOD OLD ENGLISH STYLE : The ox-roasting taking place at St. Keverne. Oak logs were used as fuel, providing the meat with a fine flavour. The carving started at mid-day on Coronation Day, and the white-coated master of ceremonies is seen on the right.

THE DUKE OF WINDSOR SPENT CORONATION DAY IN PARIS : *Left*—The Duke talking to the captain of the regimental band of the Hussars when he attended the British Embassy garden-party held in the early evening in the gardens of Bagatelle, in the Bois de Boulogne. President Auriol was among those present at this garden-party in the grounds of the former residence of Lord Hertford and Sir Richard Wallace. *Right*—The Duke and Duchess of Windsor watching the Coronation on the television screen at the Paris home of Mrs. Margaret Biddle, who is seen seated next to the Duchess. Tens of thousands of people in France saw the Coronation through the medium of television. The whole of the Abbey ritual came over almost perfectly on French screens. Shops and newspaper offices in Paris set up television windows and booths, and in spite of heavy showers the crowds jostled for a good view. The President of the Republic sent Queen Elizabeth II his warmest felicitations.

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THE QUEEN AND THE MEMBERS OF THE ROYAL FAMILY

The Official Coronation Group, and the Special Picture of Her Majesty's Coronation Dress, with Its Magnificently Embroidered Emblems of Britain and the Commonwealth

THE CENTRAL FIGURES IN THE ROYAL GROUP : The Queen with her mother, her sister, her husband and her two children in the Throne Room of Buckingham Palace. Queen Elizabeth the Queen Mother wore a white satin gown entirely embroidered in a delicate design of trailing ostrich feathers. Princess Margaret's gown was also of white satin. It was embroidered with silver, diamanté and pearls, and with medallions of broderie anglaise in silver and pearls. The skirt was embroidered from the hem almost to the hipline with similar medallions.

QUEEN ELIZABETH IN HER CORONATION GOWN, IN WHICH SHE WAS SPECIALLY PHOTOGRAPHED AT HER OWN REQUEST SO THAT HER PEOPLE COULD SEE THE ELABORATE NATURE OF THE WORKMANSHIP, WITH THE MAGNIFICENT EMBLEMS OF GREAT BRITAIN AND THE COMMONWEALTH : The gown, the work of Norman Hartnell, who received the M.V.O. in the Coronation Honours, is of white satin and has a fitted bodice, with the neck-line cut square over the shoulders before curving into a heart shape. The sleeves are short and the skirt is only slightly trained. The bodice, sleeves and hem of the skirt are bordered with an embroidered band of golden crystals, graduated diamonds and pearls. Three similar bands across the skirt enclose emblems of each country represented. The emblems themselves form a garland against a lattice-work of seed pearl and crystal with which the gown is entirely encrusted. The Tudor Rose of England appears on the short sleeve, embroidered in palest pink silk, pearls and gold and silver. In the first portion of the skirt the Leek of Wales is shown, the leek flower being embroidered in white silk and diamonds, and the leaves in palest green silk. The second portion of the skirt shows the Shamrock of Ireland in soft green silk, silver thread and diamonds. The Thistle of Scotland is represented in the third portion of the skirt, embroidered in pale mauve silk and amethysts. Finally, in the last and widest part of the skirt, every emblem of the Commonwealth is shown surrounding the Tudor Rose of England.

STARTING ON THE FIRST OF THE FOUR CORONATION DRIVES THROUGH LONDON: The Queen and the Duke of Edinburgh waving from their open car as they set out from Buckingham Palace on the afternoon of the day following the Coronation. The Queen wore a blue coat and off-the-face hat to match, and the Duke of Edinburgh wore a dark overcoat over a lounge suit. The sky was grey during this drive, but no rain fell. After a progress lasting two-and-a-half hours the Queen and the Duke returned to the Palace to find a crowd of 20,000 waiting to greet them.

ROYAL DRIVES THROUGH LONDON

THE QUEEN AND THE DUKE OF EDINBURGH DRIVE AMONG THE "LITTLE STREETS"

After the pomp and pageantry of Coronation Day, with the great processions to and from the Abbey, the appearance of the Golden Coach of State drawn by its richly caparisoned Windsor greys, the Coronation celebrations took on a new note upon succeeding days. The Queen and the Duke of Edinburgh drove among the people in the London Boroughs, visiting the "little streets," with their great array of flags and bunting, and generally showing themselves to the people without the necessity for calling upon elaborate escorts of Household Cavalry or bands to play them on their way.

The first of the four Coronation drives through London came on the day following the Coronation. The Queen and the Duke of Edinburgh drove in an open car, and during a journey of nearly two-and-a-half hours passed through Westminster, Holborn, Islington, Stoke Newington, Hackney, Bethnal Green, Poplar, Stepney and the City of London. Thousands of people were waiting outside Buckingham Palace when the Queen set out shortly after 2 p.m.; and the Royal car had not gone many yards down the Mall before it was thronged round with sightseers and brought to a halt. Mounted police cantered up to clear a path, and good-humouredly the crowd gave way. The first official stop was also made in the Mall, at the foot of the Duke of York's steps, where the Mayor of Westminster and Councillors were waiting to greet the Queen. The second stop was made at Islington Town Hall, where the Mayors of the Boroughs visited during the day's drive were all presente

On the second day it was the turn of North-West and West London, and once again there were scenes of great enthusiasm along the route, with the school-children very much to the forefront. The twenty-mile route on the second day lay through Chelsea, Fulham and Shepherd's Bush to Hampstead, and so back to the Palace. The Queen and the Duke of Edinburgh decided on this day to slow down their progress in order to give the crowds a better opportunity of seeing them.

RECEIVING THE PLAUDITS OF THE EAST END: *Left*—The Royal car passing the Queen Elizabeth Hospital for Children, in the Hackney Road, where nurses and patients crowded the windows and balconies. The Royal car stopped at the hospital, so that the matron could step into the roadway and present good wishes to the Queen and the Duke. *Right*—The Royal car passing through another street in Hackney. The Queen smiled with obvious pleasure at the warmth of the East End welcome.

FIREMEN IN QUEEN VICTORIA STREET, IN THE CITY, PROVIDED THEIR OWN TRIUMPHAL ARCH FOR THE ROYAL CAR: Two firemen are seen perched on the top of two turntable ladders and holding between them, at a height of 80 ft. above the roadway, a Fire Brigade banner. *On right*—THE QUEEN RECEIVING THE MAYORESS OF WESTMINSTER AT THE DUKE OF YORK'S STEPS, AND THE DUKE SHAKING HANDS WITH THE MAYOR: This was at the start of the Royal drive to North-East London, being the first of their official halts. When the Queen and the Duke continued the drive a way had to be cleared through a throng of nearly 10,000 people.

THE DUKE LOOKED BACK TO THE PALACE AS THE ROYAL CAR SET OUT ON THE FIRST OF THE CORONATION DRIVES: The Duke's glance was directed to a certain window, it was noted, where Prince Charles was surveying the scene. The spectators who saw the start and finish of the Royal drives were able to make good use of the Coronation stands erected in the Mall and round the Victoria Memorial in front of Buckingham Palace. Many people waited in their positions for the return of the Royal car.

THE SECOND ROYAL DRIVE

The Queen and the Duke of Edinburgh Travel Through West and North-West London

AN UNOFFICIAL HALT IN KENSINGTON : The Queen leans forward to receive a bouquet presented by four-year-old Patricia O'Brien, one of the children at Princess Louise Children's Hospital in St. Quentin Avenue. This was one of the incidents on the second Royal drive through London.

IN ST. QUENTIN AVENUE, KENSINGTON, CHILDREN WERE BROUGHT OUT IN THEIR BEDS TO LINE THE ROYAL ROUTE : Patients from the Princess Louise Hospital had a grandstand view as the Royal car passed. *Right*—**NURSES AT THE PRINCESS LOUISE HOSPITAL HOLDING UP SOME OF THEIR TINY PATIENTS TO SEE THE QUEEN : It was there that the Duke of Edinburgh noticed Patricia O'Brien standing expectantly at the kerbside with her bouquet, and he asked the driver to stop in order that Patricia could present her posy to the Queen.**

THE QUEEN WAVES TO NURSES AND PATIENTS AT UNIVERSITY COLLEGE HOSPITAL, GOWER STREET : The Royal car travelled at almost a walking pace past the hospital and the Duke gave a broad smile at students of the hospital who gathered in force to chant their war cry. Through using a semi-open car the Queen and the Duke were clearly seen by all who lined the route. It was noted that they often looked up to tall buildings situated along the way and waved to those who were gathered there.

THE QUEEN WITH THE MAYOR OF HAMPSTEAD : The Royal car was nearly forty-five minutes behind time when it reached Hampstead Town Hall, where a crowd of 7,000 had gathered, and Her Majesty greeted the Mayors of the seven boroughs lying on the Royal route for that day. The presentations were made by the Home Secretary, who is seen in conversation with the Duke. *On left*—THE QUEEN WAVING FROM HER SEMI-OPEN CAR : Her Majesty wore a blue dress with white trimmings, and a close-fitting white hat.

THE RETURN FROM THE SECOND ROYAL DRIVE THE QUEEN'S CAR WAS ONCE AGAIN SURROUNDED IN THE MALL : Crowds packing the Coronation stands just to the west of Admiralty Arch and thronging the route as the second Royal drive neared a triumphal end. Only a narrow lane was left, through which the car and its escort moved at a crawl, and it seemed at one time that the car would be engulfed by the enthusiastic crowds. The motor-cycle escort, however, kept the Royal car moving.

THE TWO NEW FIGURES OF GOG AND MAGOG WHICH HAVE BEEN ERECTED IN GUILDHALL TO REPLACE THE ORIGINALS DESTROYED DURING THE WAR : The two figures, 9 ft. in height, have been carved in limewood by Mr. David Evans, the sculptor, at his studio in Welwyn Garden City, and are the gift of Sir George Wilkinson, who was Lord Mayor of London when the originals were destroyed. They were due to be unveiled a few days ago in readiness for the Queen's visit to the City.

LONDON'S GIANTS RETURN TO GUILDHALL

Gog and Magog Make Their Appearance in Time for the Queen's Visit to the City

The destruction of the Gog and Magog figures during the Second World War was a great blow to the City of London and their replacement this week with two figures by David Evans is greatly welcomed. Gog and Magog were prominent figures in biblical literature, but they go back also to the days of Herodotus and to the heyday of the Assyrian Empire. According to monastic medieval chronicles they were the giants who fought off the Trojan invasion against the early inhabitants of Britain. No one, indeed, knows how the legend of the giants grew up, but since 1708, when Richard Saunders carved his two giant figures which were later put on octagonal pedestals at the west end of Guildhall, they have played a prominent part in civic life. Prior to the Great Fire of London in 1666 wickerwork and pasteboard copies of Gog and Magog were carried in the Lord Mayor's procession.

THE MASSIVE HEADS OF THE CITY'S TWO GIANTS : Close-ups of the two painted and gilded faces of Magog (left) and Gog which have now been placed in the partly restored Guildhall. The heads of both are wreathed in laurel. Although this is the second set of permanent figures to be made, copies in wickerwork and pasteboard did exist before the Great Fire of London.

PIONEERING ON THE GREAT CAPE ROUTE

The Dramatic Story of the Union-Castle Line, Now Celebrating the 100th Anniversary of Its Origin

By IVOR BULMER-THOMAS

WITH SPECIAL "SPHERE" DRAWINGS BY CAVENDISH MORTON

AT THE TAVERN OF THE SEAS: The Union liner *Cambrian*, the first vessel of over 1,000 tons in the Union Fleet, steaming into Table Bay in 1860. It was between 1857 and 1876 that the Union Line held the mail contract on the Cape Town route, after which it was equally divided with the Castle Line. Until 1883 a weekly service was provided with a contract time of twenty-six days, and speed premiums were paid in respect of voyages made under contract time. The rivalry between the Union and Castle lines reached its height in the '80's and '90's. Then in 1900 came the amalgamation of the two services under the Union-Castle flag.

In the year 1853, as in the year 1953, Spithead was chosen to be the scene of a great naval review, described in the florid newspaper style of 100 years ago as "a spectacle of oceanic grandeur that has seldom been seen." As Queen Victoria surveyed this naval pageant her attention must have been caught by the smoke-stacks and masts of distant Southampton, where this port, famous in medieval times for wine and wool, but in later times a backwater, was developing rapidly into a thriving ocean terminal, a terminal for the North Atlantic trade and for the more adventurous journeyings to Australia and the Far East. Southampton had one major problem in that year, and that was lack of coal with which to bunker her ships. It was this lack that brought on to the scene the Union Collier Company, a product of the commercial genius of Arthur Anderson, sometime M.P. for Orkney and the Shetlands. How that collier fleet based upon Southampton almost foundered financially from the start, and how within a few years it entered the South African trade and at the same time the select fraternity of the world's great Mail Steam Packet Companies is one of the romances of shipping. In the following article Ivor Bulmer-Thomas tells the story of that development, of the pioneering of the Cape route by first the Union Company, then the Castle Line, and finally the stirring progress of the amalgamated companies which are now celebrating the centenary year. This is indeed a year in which events turn full circle, for Her Majesty Queen Elizabeth II. will see when she visits Spithead in a few days' time the "Pretoria Castle," the great 28,700-ton ship of the Union-Castle Line, dressed overall and playing its part in yet another "spectacle of oceanic grandeur."

BECAUSE the Union-Castle fleet consists of ships bearing the names of castles that ply between England and the Union of South Africa, a visitor from Mars might suppose this was the origin of the name; but he would be wrong. The name antedates the formation of the Union of South Africa by ten years. The Union-Castle Mail Steamship Co., Ltd., was formed in February 1900 by the amalgamation of the Union Steam Ship Co., Ltd., with the Castle Mail Packets Co., Ltd., and as the former of these companies was founded in 1853 under the name of the Union Steam Collier Company, the Union-Castle Line is now celebrating the hundredth anniversary of its origin.

The Union Steam Collier Company started modestly with a fleet of five small steamers, the largest displacing only 530 tons. They were the *Union*, the *Briton*, the *Saxon*, the *Dane* and the *Norman*. We see at once the theme, "Saxon and Norman and Dane are we," but Tennyson's poem ("A Welcome to Alexandra") was not published until March 7, 1863, so the inspiration, if any, passed from the line to the Laureate.

As the name suggests, it was the intention of the promoters of the Union Steam Collier Company to confine themselves to the coaling trade, but by the time their vessels were ready to put to sea a more profitable use was found for them. Owing to the outbreak of the Crimean War, the P. & O. Line had some of its vessels

(*Continued on following pages*)

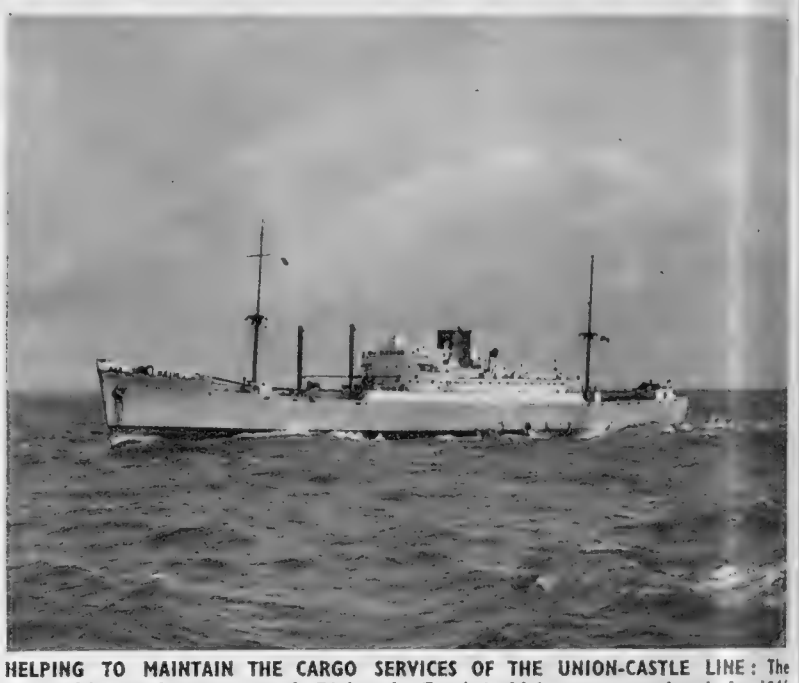
On right—

THE MAIL AND INTERMEDIATE ROUTES TO AND FROM SOUTH AFRICA: The Royal Mail vessels travel from Southampton to Durban via Madeira or Las Palmas, Cape Town, Port Elizabeth and East London. The intermediate liners travel both clockwise and anti-clockwise round the African continent. These vessels call at St. Helena.

PIONEERING ON THE GREAT CAPE ROUTE

BREAKING THE NEW HOUSE FLAG OF THE UNION-CASTLE LINE FROM THE MAST-HEADS OF THE "DUNOTTAR CASTLE" AND THE "GAIKA" IN SOUTHAMPTON DOCKS, MARCH 17, 1900: The *Dunottar Castle*, built in 1890, crack liner of the Castle Line, was one of the greyhounds of the Cape Route. She is seen lying ahead of the intermediate vessel of the Union Line during this historic ceremony. With the amalgamation the old days of rivalry between the Union Steam Ship Company and the Castle Mail Packets were over.

THE "GRANTULLY CASTLE" CAMOUFLAGED FOR HER WORK AS AN AMBULANCE TRANSPORT IN THE FIRST WORLD WAR: The *Grantully Castle* was present at the first landings in the Dardanelles and spent much of the war period in the Mediterranean. In the '30's she was still in regular commission in the Union-Castle's Intermediate Fleet, having been brought back from the reserve fleet. She was built in 1910 by Messrs. Barclay Curle, of Glasgow.



HELPING TO MAINTAIN THE CARGO SERVICES OF THE UNION-CASTLE LINE: The refrigerated motor-vessel *Riebeeck Castle* which was completed in 1946 and is a sister-ship of the *Rustenburg Castle*. The *Tantallon Castle* and the *Tintagel Castle*, now being built at Belfast, are further additions.

(*Continued from previous page*)

requisitioned as transports, and was obliged to suspend its sailings between England and the Levant. An arrangement was made for the Union Steam Collier Company to take its place and provide a service between Southampton, Constantinople and Smyrna. But the arrangement did not last long, as the Union Company's vessels were soon withdrawn and chartered to the British and French Governments. By the end of the war in 1856 the owners did not relish the idea of returning to the coal trade. They decided to concentrate on freight, and registered their company, under the Limited Liability Act, as the Union Steam Ship Co., Ltd.

Just about this time Lindsay's South African Line failed and tenders were invited by the United Kingdom Government for carrying out a mail service between England and the Cape of Good Hope. The Union Line was successful in obtaining a contract for five years. The Company undertook to provide monthly sailings to and from the Cape; the voyage was to be accomplished within forty-two days; and the Company was to receive a subsidy of £33,000. Three days after the contract was signed, on September 15, 1857, R.M.S. *Dane* left the Solent carrying six passengers, a small cargo and Cape mails. On this voyage to the Cape and back, the *Dane* earned £811 in freight and £818 in passage money.

It was the beginning of an unbroken association with the Cape service. New vessels were acquired, the *Cambrian*, 1,055 tons, being the first vessel built specially for the route and the first to exceed 1,000 tons. In 1863 the mail contract was renewed for a further seven years. Cape Town was then still the terminal port, but direct mail services were extended in 1864 to Port Elizabeth, in 1876 to East London and in 1887 to Durban. A twice-monthly service to the Cape was introduced in 1868.

Meanwhile a new star had entered the shipping firmament. A Scotsman, Donald Currie, who had worked with his brother James in the Cunard Line offices in Liverpool, in 1862 opened out on his own and founded the Donald Currie Line. Out of loyalty to his old employers, he sought a route on which they did not operate, and started a service between Liverpool and Calcutta with sailing-ships. He gave all his vessels the names of castles. In 1872 he determined to substitute steam for sail, and ordered the steamers *Edinburgh Castle*, *Windsor Castle*, *Walmer Castle* and *Dover Castle*, averaging about 2,500 tons.

While these vessels were under construction, chance led him to enter the Cape business. He had two small steamers under charter to the Cape and Natal Line, but as this company was obliged to tell him it could not meet the expense, he was compelled to assume the risks himself. South African trade was increasing, and South African merchants persuaded him to remain permanently in that business. He started Donald Currie's Colonial Line, which was also known as the Regular London Line because the steamers (called Castle Packets) were based on London. They made a call at Dartmouth before sailing into the ocean, and they were scheduled to leave Dartmouth two days ahead of the Union vessels.

Great rivalry quickly developed between the Union and Castle lines. In 1872 a vessel chartered by Currie created a great impression by making a record voyage from England to the Cape in 24 days 18 hrs. From 1873 to 1876 the Cape Government offered the Castle Line a subsidy of £150 a day for each day under thirty in which their steamers should complete the voyage to and from the Cape, on condition that they should carry the mails for 4d. a ½-oz., as compared with the 1s. receivable by their rivals. On the average the Castles earned £1,000 in speed bonuses for each round voyage.

When the United Kingdom mail contract with the Union Line fell to be renewed in 1876 it was shared between the Union and Castle lines. It was at that time that Currie changed the name of his line to the Castle Packets Company. The contract was shared at each subsequent renewal (in 1883, 1888 and 1897) until the amalgamation in 1900. From 1876 the two companies between them provided a weekly mail service to the Cape. The contract time, reduced to 26 days in 1876, was further cut to 21½ days in 1883. But racing between the lines had its disadvantages, as there was no knowing when the steamers might arrive, and in 1888 the premiums for early arrival were abolished.

About this time the term "intermediate steamer" was introduced. Though sometimes supposed to be intermediate between a passenger and a cargo vessel, the origin of the name shows that its meaning is quite different. (At that time, indeed, neither company ran vessels carrying cargo only.) The true explanation is shown in the original name, which was Extra steamers. These were steamers despatched by the companies in addition to the fortnightly vessels sent under the mail contract. After a trade depression in which there was no need for such additional vessels, they were reintroduced in 1889, and the name Extra was then changed to Intermediate—meaning between mail sailings.

Sir Donald Currie—he had been knighted in 1881 for services rendered by his vessels in connection with the Zulu War—had by this time become a figure in the public life of the country. He came into the public eye through his private cruises, on which he gathered some of the most eminent men of the day around him. The most famous was that of the *Pembroke Castle* in 1883, when Mr. Gladstone and Lord Tennyson were among his guests; and at Copenhagen a banquet on board was attended by the King and Queen of Denmark, the Tsar and Tsarina of Russia, the King and Queen of Greece and the Princess of Wales.

During the Boer War the ships of both lines were hired for the transport of troops, and this may have helped to bring to fruition a scheme for their amalgamation. The amalgamation was accomplished in February 1900 under the present name of the Union-Castle Mail Steamship Co., Ltd. The Union Line then had nineteen vessels totalling 114,000 tons and the Castle Line twenty vessels totalling 107,000 tons. A new house flag was formed by superimposing that of the Union Line (a red diagonal cross on a white ground edged with blue) upon that of the Castle Line (a white diagonal cross on a blue ground with a central diamond containing the letter C) and omitting Currie's initial.

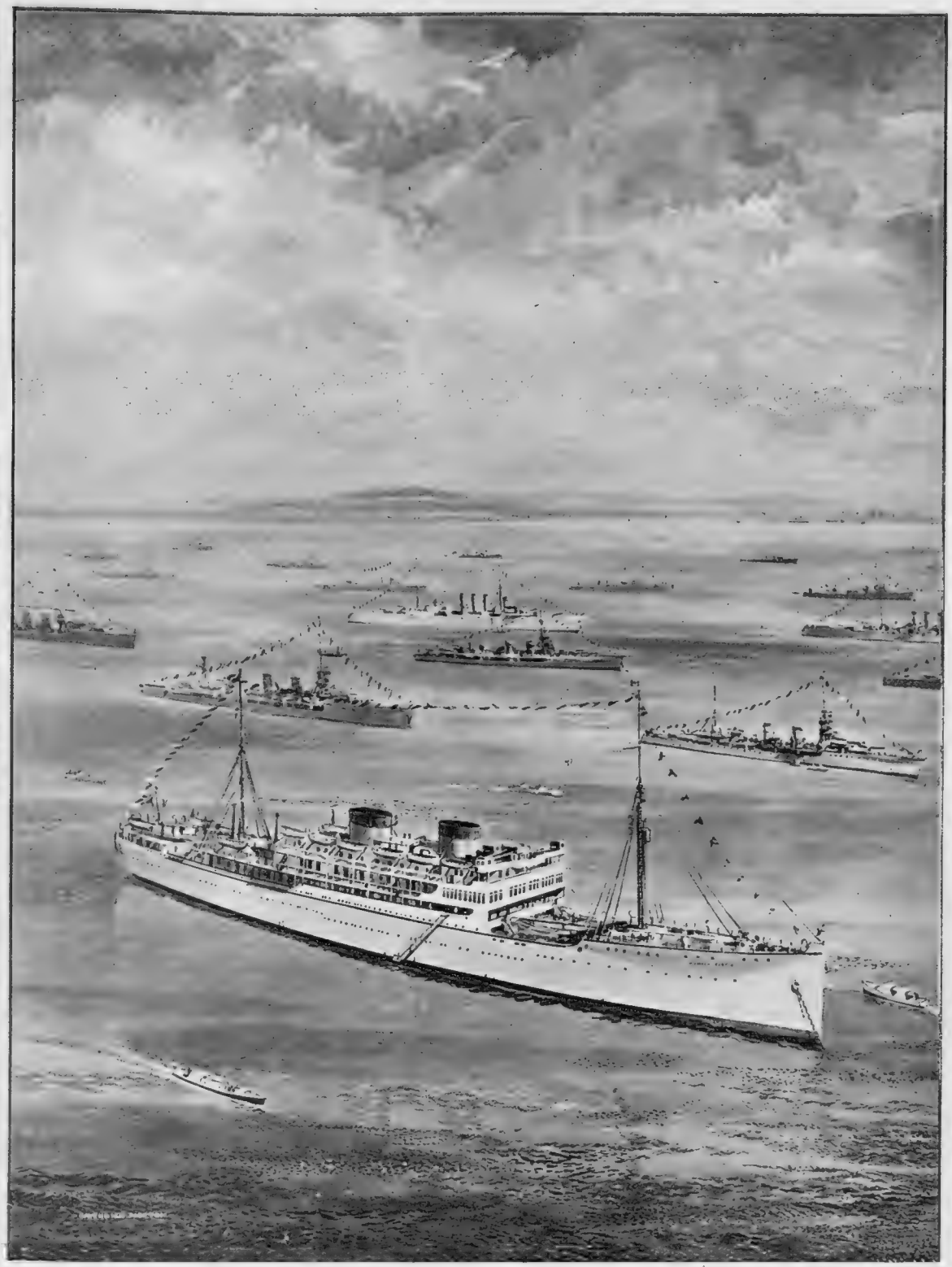
Sir Donald Currie died in 1909, but Donald Currie and Company continued to manage the line until 1912, when it was acquired by the Royal Mail Steam Packet Company and its associated companies. Sir Owen

(*Concluded on page 522*)

A FIRST-CLASS CABIN OF ABOUT FIFTY YEARS AGO : By modern standards the furnishings strike a somewhat bizarre note, but there was much that was practical about them, and the Union-Castle in its infancy offered a high standard of comfort on the Cape route, a standard which it has steadily improved.

A FIRST-CLASS CABIN DE LUXE IN 1953 : Here is an example of modern furnishing in one of the Union-Castle's mail liners.

THE DRAWING-ROOM OF THE "DUNOTTAR CASTLE" IN 1890 : Solid comfort in the Victorian manner characterised this vessel, which was the pride of the Castle Fleet before the later amalgamation with the Union Line.

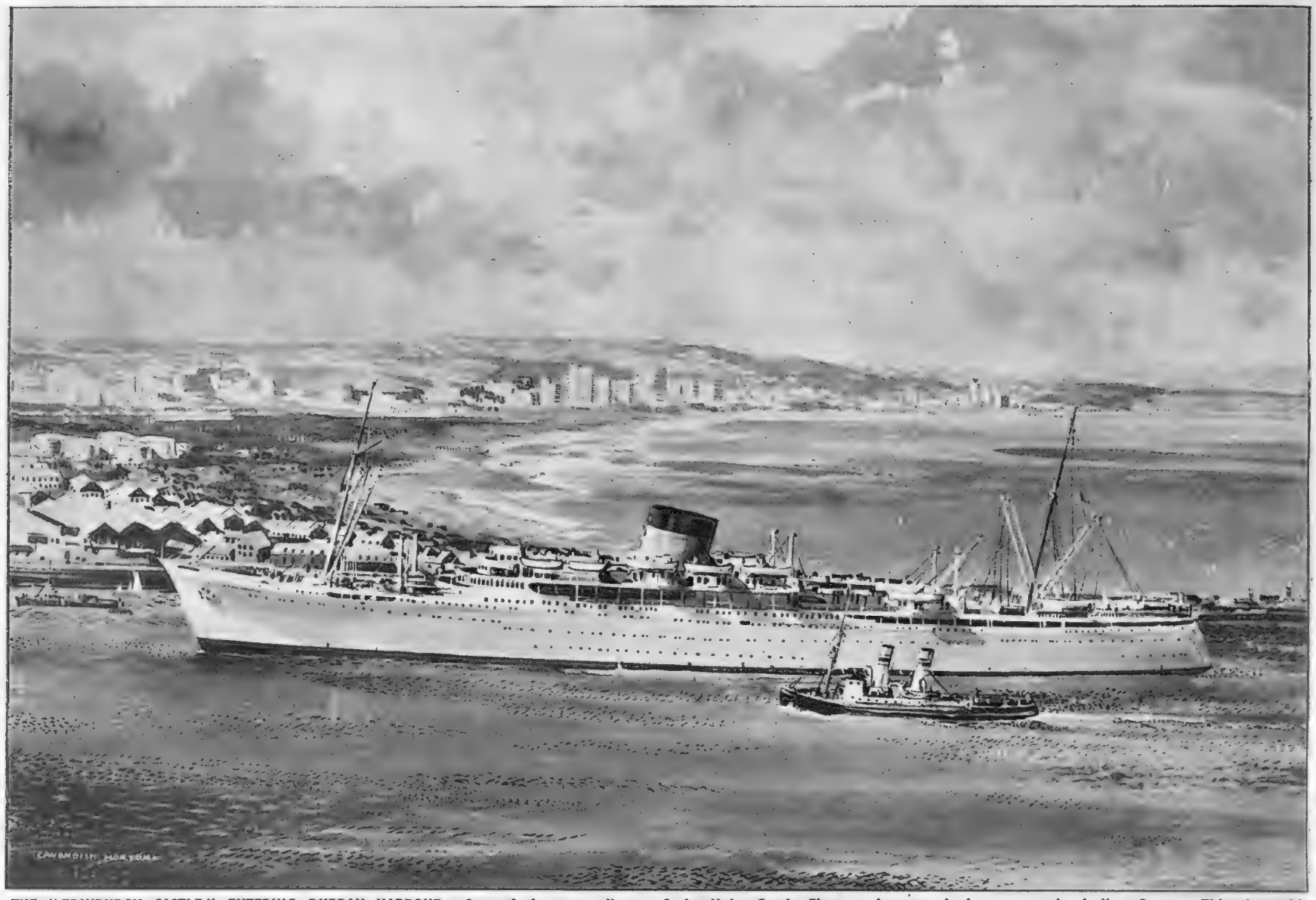


THE "WARWICK CASTLE" AT THE ROYAL NAVAL REVIEW AT SPITHEAD IN 1935 : This Union-Castle liner, the third ship of that name in the Company's service, was destined to play an honoured part in the Second World War. Eventually, in November 1942, she was torpedoed and sank in heavy seas. It took six hours to pick up the majority of survivors.

On left—

CHANGING SILHOUETTES AT SEA : The *Arundel Castle*, a liner of 19,216 tons, as she appeared at the time of her building in 1921, when she had four funnels, and as she appears now with two funnels and a raked stem. With the emergence of the *Arundel Castle* a new era in ocean travel between Great Britain and South Africa began, for she was almost half as large again as the *Balmoral Castle*, which for eleven years had been the largest vessel in the Union-Castle Fleet. The *Arundel Castle* was the first turbine-driven mail vessel and embodied many new features in her passenger accommodation. The first steamship *Arundel Castle* in 1895 was also a pioneer in the field of better accommodation, advertising "two capacious bathrooms specially fitted for third-class passengers."

PIONEERING ON THE GREAT CAPE ROUTE



THE "EDINBURGH CASTLE" ENTERING DURBAN HARBOUR: One of the great liners of the Union-Castle Fleet at her terminal port on the Indian Ocean. This sister-ship to the *Pretoria Castle* was built in 1948. She was named and launched at Messrs. Harland and Wolff's Belfast yard by Princess Margaret, this being the first major public engagement to be undertaken by the Princess. The two ships, *Pretoria Castle* and *Edinburgh Castle*, are identical in almost every respect. They are not motor-vessels, like their immediate predecessors, the *Capetown*, the *Athlone* and the *Stirling Castle*, but are fitted with oil-fired steam turbines.

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Philipps, later Lord Kylsant, became chairman and managing director. The Royal Mail group was broken up in 1931, and the Union-Castle Line then emerged again as an independent entity.

In 1936, when a new mail contract was made with the Union of South Africa, the time allowed for the journey to the Cape was reduced to under fourteen days. The record of 14 days 18 hrs. 57 mins. between Southampton and the Cape set up by the R.M.S. *Scot* in 1893 remained intact until 1936, so the new schedule was quite exacting. The present record is held by the *Carnarvon Castle*, and is 12 days 13 hrs. 38 mins.

The *Carnarvon Castle* is a motor-vessel, and the introduction of such Diesel-engined ships into the fleet in 1926 marks a new stage in its history. The Union-Castle fleet now consists of eight steamers and twenty motor-vessels (including two cargo vessels under construction). The largest is the *Edinburgh Castle*, of 28,705 tons, and seven of them exceed 20,000 tons. This is a far cry from the 500-ton vessels of the original fleet. The twelve vessels below 10,000 tons are cargo vessels with limited passenger accommodation. For many people this is the ideal in sea travel. But naturally the big, luxuriously-equpped passenger liners, such as the *Pretoria Castle* and the *Edinburgh Castle*, have the widest appeal. Enormous quantities of South African fruit and other perishable cargoes have been carried to Great Britain by the Union-Castle vessels. The Company now has seven fully-refrigerated cargo ships in commission, called "R" ships because their names begin with the letter "R." An interesting feature of the outward traffic is that the mail contract has provided, since 1912, for the free carriage of pedigree horses, cattle, sheep and pigs as a means of improving South African stock.

THE "KENYA CASTLE" AT DAR-ES-SALAAM: The 17,041-ton turbine steamer, a sister-ship of the *Rhodesia Castle*, operates on the round Africa service. She entered service in 1952, a year after the *Rhodesia Castle*.

The Cape service is still the backbone of the Company's operations. Mail vessels leave Southampton on the 14-day voyage to Cape Town every Thursday afternoon at four o'clock, and make one short stop at Madeira or Las Palmas. Intermediate vessels leave London at regular intervals, and call at the Canary Islands (in some cases also at Ascension and St. Helena) before docking at the Cape. Mail vessels continue the journey to Port Elizabeth, East London and Durban before turning round for England. Intermediate vessels go on to Lourenço Marques and Beira, in Portuguese East Africa, before turning round. There is also a service in both directions round Africa—a trip of 16,000 miles, with calls at more than a score of harbours and roadsteads. The Company operates, in addition, a service between New York and South and East Africa.

No account of the Union-Castle Line would be complete without a reference to its services in two world wars. Between 1914 and 1918 eight ships were sunk by mine or torpedo, and six others seriously damaged. In 1939 all the Company's ships were requisitioned, and all the mail ships, as well as several of the Intermediate vessels, were used as transports. They sailed 7,500,000 miles on Government service and carried 1,474,000 troops and passengers. Twelve vessels were sunk by the enemy, and the staff gained 203 decorations. Some of the ships had hair-raising experiences. The *Carnarvon Castle*, converted into an armed merchant cruiser, fought a 90-minute action with a heavily-armed German raider. The *Llangibby Castle* travelled 3,400 miles in the North Atlantic, during winter, after her stern, rudder and gun had been blown away by a torpedo.

So the epic tale could be continued. It is to be hoped that, having survived such vicissitudes, the Union-Castle Line will be keeping its second centenary a hundred years hence.

THEY FLOCKED TO WESTMINSTER ABBEY TO SEE THE ACTUAL SETTING OF THE CORONATION: The queue stretching from the Sanctuary, past Dean's Yard into Great Smith Street and beyond on the first day of the Abbey's reopening to the public, when some 8,000 visitors paid 10s. each to see the Abbey in its Coronation setting. By last week-end, when the Abbey had been open for two days, 18,462 people had passed through the turnstiles at the Royal Annexe. The proceeds from the entrance fee are being given to the Westminster Abbey Appeal Fund launched some months ago by the Prime Minister. The Dean and Chapter are asking for £1,000,000.

THEY WALKED THE WAY OF THE QUEEN: This was the scene from the organ loft looking towards the High Altar on Friday of last week as the first public visitors toured Westminster Abbey to see the Coronation Theatre. For the sake of convenience King Edward's Chair has been turned to face the Queen's throne.

THE ABBEY OPENS ITS DOORS TO THE PUBLIC

Thousands of Visitors Flock to See the Scene of the Queen's Sacring and Crowning and the Abbey Appeal Fund Benefits from the Admission Charges

Last week in London great crowds of visitors flocked to the West End to see the Coronation decorations and to cheer the Queen as she made several appearances on the balcony of Buckingham Palace. A focal point for many thousands was Westminster Abbey, where at 9.30 last Friday morning the first visitors entered the building at the Royal Annexe to see the great Abbey church in its Coronation setting. The Dean of Westminster, Dr. Don, was there to welcome the first arrivals, and his presence at the turnstiles reminded people that their entrance fee was being devoted to the Abbey Appeal Fund, which, having been launched just before the East Coast flood disaster, has not had the full support expected.

Inside the Annexe there is a display of the replicas of the Crown Jewels, then as the visitors turn into the Abbey itself they see away in the distance the raised Throne in the centre of the Coronation Theatre. Throughout most of the Abbey the carpets have been covered with grey felt, but in several places the rich colours of the carpets add to the grandeur of the scene. On the High Altar, still vested with the Festal Frontal and Dossal, there is the display of the Abbey plate. By visiting the Abbey the public are able to visualise the animated scene on Coronation Day and to marvel at the specially constructed furnishings which reach almost to the roof.

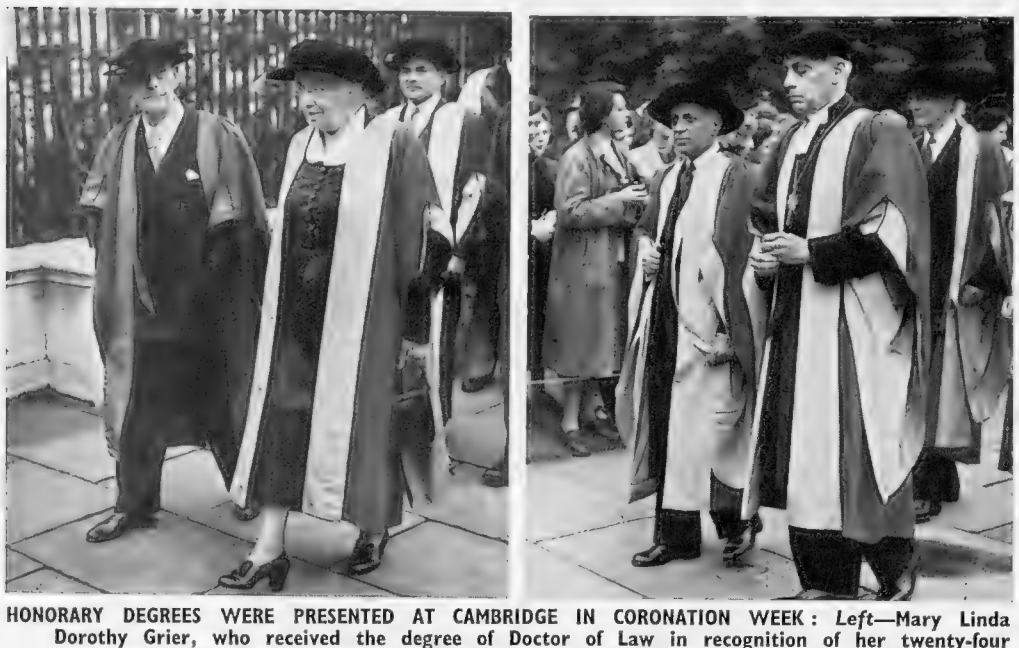
After the public have left the Abbey each day a group of actors and actresses, led by Fay Compton, perform Christopher Hassall's play *Out of the Whirlwind*. The play, which runs for just under two hours, has a modern setting with flashbacks to medieval times.

TURNSTILES IN THE ROYAL ANNEXE: For the first day visitors were charged 10s. admission fee, but on all other days, excepting Friday, when the fee is 5s., the charge is 2s. 6d. The Abbey is open from Mondays to Fridays from 9.30 a.m. to 5.30 and on Saturdays till 9 p.m. It will be closed to the public on Saturday, July 4, when a start will be made on the dismantling of the special furnishings. During the evenings the Abbey is the scene of a specially written play by Christopher Hassall entitled *Out of the Whirlwind*.

REPLICAS OF THE CROWN JEWELS ARE DISPLAYED IN THE ANNEXE: It was to this table that the Dean and Chapter of Westminster conveyed the Regalia on Coronation morning prior to the processions through the nave. The replicas now on show to the public were used during the Coronation rehearsals.

AMBIGUITY WINS THE OAKS FOR LORD ASTOR—THE FILLY BY BIG GAME OUT OF AMBER FLASH SCORING BY A LENGTH FROM KERKEB, WITH NOEMI THE SAME DISTANCE AWAY THIRD PLACE: The winner, with a wall eye and a curious white face, showed fine stamina in the closing stages when she wore down Kerkeb, the 28 to 1 chance w Gordon Richards in the saddle, and stayed on up the hill to win the present Lord Astor his first classic race. Lord Astor's father won the Oaks five times. The r started with Kerkeb some way in rear of the field, but so rapidly did Aga Khan's second string improve that by Tattenham Corner Gord Richards had come round the outside of the field and taken up a stro position on the rails. Two furlongs from home Kerkeb still led, with o Noemi and Ambiguity showing any signs of challenging. Coming up hill Ambiguity lengthened her stride and won convincingly. She was ridd by J. Mercer and trained by R. J. Colling, both of whom thus scored th first classic successes. This year the value of the race was £15,3

THE DUKE AND DUCHESS OF NORFOLK WENT TO SEE THE FILM OF THE CORONATION: The Earl Marshal of England and his wife seen as they left a West End cinema after seeing the film, which revealed, incidentally, what very efficient planning and rehearsal had gone to the staging of the Abbey service and of the processions to and from the Abbey, the ceremonial of which was all in the Duke's hands. At the Coronation in 1937 the Earl Marshal learnt a great many lessons in procedure, all of which he turned to good account in the Coronation of 1953. The Duke is descended from John Howard, 1st Duke of Norfolk, who fought in the Guienne campaign and became Knight of the Shire for Norfolk and Sheriff under Edward IV. He was made Duke of Norfolk and Earl Marshal by Edward IV. Other notables in the family were Thomas Howard, the 3rd Duke, who fought at Flodden and achieved notoriety by his cruel suppression of the Pilgrimage of Grace. Thomas Howard, the 4th Duke, was a son of the poet Surrey. He represented Queen Elizabeth in the Scottish negotiations of 1559-60. For planning a marriage with Mary Queen of Scots he was imprisoned by Elizabeth.



HONORARY DEGREES WERE PRESENTED AT CAMBRIDGE IN CORONATION WEEK: *Left*—Mary Linda Dorothy Grier, who received the degree of Doctor of Law in recognition of her twenty-four years headship of Lady Margaret Hall, and Thomas Mann, who became D.Litt. *Right*—Pandit Nehru, Prime Minister of India, who received the degree of Doctor of Law, and the Most Rev. Yngve Brilioth, Primate of Sweden and Archbishop of Upsala, who received the degree of Doctor of Divinity, in recognition of his tremendous work for Church unity. The Chancellor of the university, Lord Tedder, presided over the congregation, and the Orator, Mr. W. K. C. Guthrie, Professor of Ancient Philosophy, introduced each recipient with the traditional Latin speech.

HOME NEWS

Busy Days in London and the Provinces
After the Pageantry of the Coronation

RULERS OF THE EMPIRE PAY TRIBUTES TO THE FALLEN IN TWO WORLD WARS: Queen Salote of Tonga and the Sultan of Johore seen at th Cenotaph, where they laid wreaths during Coronation Week Altogether thirty Colonial rulers and representatives were presen at the wreath-laying ceremony. Queen Salote was received b Queen Elizabeth at Buckingham Palace on the same day. Quee Salote succeeded her father, King George II, in 1918. The constitution of Tonga provides for a Government consisting of the Sovereign, the Privy Council and Cabinet, a Legislative Assembly and a Judiciary The Queen of Tonga won great popularity with the Coronation crowds who cheered her to the echo as she drove in an open carriag through the rain in the return procession to Buckingham Palace

PRINCE ALBERT OF LIEGE OPENS THE EXHIBITION OF TOURNAI AND CHELSEA PORCELAIN IN LONDON : The Prince cutting the tape after declaring open the special Loan Exhibition at the Belgian Institute, 6, Belgrave Square. The Exhibition is the Belgian Institute's contribution to Coronation events in London, and it is sponsored by the Belgian Ministry of Education and the Anglo-Belgian Cultural Convention, being organised in close association with the Chelsea Society. About 130 rare pieces of beauty, interest and great value show the outstanding features of the Tournai and Chelsea porcelain factories in the second half of the eighteenth century.

GENERAL MATTHEW B. RIDGWAY MEETS ONE OF THE YOUNG ENTRY : The former Supreme Allied Commander in Europe seen with Officer-Cadet Norman, whom he greeted when he visited the Royal Military Academy at Sandhurst last week. In the centre stands Major-General Dawnay, Commandant at the R.M.A. General Ridgway took the salute at the Coronation Parade of the Military Academy. He now returns to America to take up his new appointment as U.S. Chief of Staff following an arduous spell of duty first on the battlefronts of Korea, then in Tokyo, and finally in Europe. He is succeeded in Paris by General Gruenther.

PRINCESS JOSEPHINE CHARLOTTE AND PRINCE JEAN OF LUXEMBOURG VISIT THE BELGIAN INSTITUTE IN LONDON : They are seen with Lieut.-Colonel Delelienne at the ceremony at which they were presented with a piece of period furniture as a wedding gift from the Belgian colony in London. The Prince and Princess have been visiting London as official representatives at the Coronation. Princess Josephine Charlotte is the sister of the King of the Belgians.

TWELFTH NIGHT AT THE OPEN-AIR THEATRE : Aubrey Woods as Sir Andrew Aguecheek, Peggy Simpson as Maria, and Robert Atkins as Sir Toby Belch in the new season production at Regent's Park, the twenty-first in the series. Unfortunately, on the first night rain intervened and the play was speedily moved to the ever-waiting tent, allowing the audience a huge chuckle when Sebastian finally came to the lines, "This is the air that is the glorious sun." Robert Atkins plays the part of Sir Toby with his usual gusto, and is partnered by the more than usually spindly Sir Andrew of Aubrey Woods.

STRATOJET BOMBER COMPLETES A SUCCESSFUL CRUISE ACROSS THE ATLANTIC : This B 47 six-engined plane of the United States Air Force arrived last week at Fairford, near Oxford, after flying from Florida in 5 hours 40 mins, at an average speed of 555 m.p.h. The B 47 was the first large jet-propelled aircraft to be fitted with swept-back wings and tail surfaces. Of the two prototypes the first made its maiden flight in 1947, and since then this medium bomber has gone from strength to strength.

The Sphere of Travel

THE ARDENNES AND LUXEMBOURG

Exploring a Picturesque and Not Particularly Well-known Part of Europe

WITHIN easy reach of England are the Belgian Ardennes, a region that has considerable attractions to offer the holidaymaker who is satisfied to explore a picturesque countryside of woodlands, valleys, enticing streams, wide stretches of moorland, rocky gorges and wonderful caverns, with a landscape dotted here and there with castles reminiscent of those along the Rhine and in the Austrian Tyrol. Yet, not many Britons visit this part of Belgium, partly because little tourist publicity is given to it, and partly for the reason that its main appeal is to those who are content with little joys and fairly simple living. The leisurely walker or even a cyclist, indeed, is best fitted to discover the secrets of its charm, which are somewhat denied to the motorist who is in a hurry.

Spa and Dinant are the principal tourist centres in the Ardennes, but they are neither of them places I would care to recommend for a stay of more than a couple of days. In the summer they are thronged with Belgians on holiday, and this local popularity rather robs them of that serenity which is the main lure in these parts. They are, however, good bases for organised excursions ; and I must be fair : both resorts are well-equipped with hotels, their settings are pleasing, while Spa has a casino with gambling facilities.

Spa, known since Roman times for the efficacy of its waters, and giving the generic name to many other similar places of healing, was once a rival to Baden-Baden. Indeed, one of its frequenters designated it the Café de l'Europe, for it became known rather as a centre of social life for the aristocracy of Europe than as a health resort pure and simple. Many wealthy English patronised the town prior to 1914, but it has never since then recovered its former fashionable prestige.

Dinant is scarcely fashionable, but it is historically famous, for few towns in Europe have been more battered by war—but it has never been subdued. It was burnt in 1466 and the inhabitants thrown into the Meuse, bound back to back in pairs, by order of the Duke of Burgundy. It was sacked in 1554 and again in 1675 by the French. In the First World War it was the scene of German frightfulness, when nearly 700 of its inhabitants, including old men, women and boys, were shot as a reprisal for daring to defend their homes. In the last war it was seriously damaged by shelling, bombing, fires and the destruction of its bridge. The saga of Dinant is outstanding.

Bouillon and Laroche are two smaller resorts in the Ardennes, both delightfully situated, but like Spa and Dinant a-bustle with tourists in July and August. Still, a few minutes' walk can bring you into the solitude of the countryside and the opportunity to make many lovely walks. It is, indeed, extremely pleasant to stay in one of the near-by tiny villages, such as Alle, Vresse and Membre, all lying in the Valley of the Semois, north-west of Bouillon, or Durbuy, in the Valley of the Ourthe, not far distant from Laroche. The last-named place, however, is officially a town—" the prettiest, smallest town in the world " is the claim made for it. It is certainly a very picturesque spot, with its main street nestling at the foot of a rocky eminence on which is perched a stately castle.

For those who like to be in the heart of a forest area, there is St. Hubert, which takes its name from a celebrated saint, known as the Apostle of the Ardennes. The old and fine Benedictine Abbey, founded in 687, is now a reformatory. The large sixteenth-century church adjoining is the scene of great annual pilgrimages, pilgrims especially calling for the saint's aid in cases of hydrophobia and nervous diseases. There are three or four hotels, while dotted elsewhere in the forest are single hotels and inns. You have the opportunity here of getting some good shooting, including wild boar.

The grottoes of Rochefort and Han, some miles south-east of Dinant, are one of the most famous natural sights in Europe. In their general characteristics the grottoes are much alike, that at Han being very much the finer of the two. Here the River Lesse, meandering through the countryside, turns for no apparent reason into the mountain to disappear through a vault of rock into the Gouffre de Belvaux. After twenty-four hours the river emerges again into daylight on the other side of the mountain. During its three-mile passage it has furrowed out many channels through the rock, as its course in the mountain's entrails is always slowly changing. It is in these deserted water-courses, narrow galleries alternating with great caverns, that the stalactites and stalagmites are formed by the dripping rain-water which seeps through to the caves.

"THE CATHEDRAL AND CITADEL AT DINANT": This is one of the leading resorts of the Belgian Ardennes, and it is picturesquely situated beside the Meuse. Few towns have ever suffered so constantly by the hand of war, but Dinant has never been subdued. The great rock is crowned by its Citadel, which is reached by 408 steps, and there is a local competition for the fastest ascent. At the foot of the rock the town is crowded upon a narrow strand between the cliff and the sea, with the church a dominant feature.

The caves are open to the public and in the company of a guide you pass through several beautifully-illuminated underground chambers, having such names as the Salles de la Grenouille, du Precipice, de la Cascade, de l'Alhambra, des Merveilleuses and du Dome (630 ft. high). The exit by boat from semi-darkness into the light of day is not the least of the remarkable effects enjoyed during this tour of the underworld. The village of Han, by the way, is a pleasant spot at which to stay, likewise Rochefort, for the Valley of the Lesse provides scene after scene of great beauty, while this countryside is also rich in ancient castles.

Apart from the grottoes, the Belgian Ardennes is not an exciting countryside, but it is pleasant and restful. I have spoken of its valleys, rivers and forests, yet there are also regions of higher plateaux which have their own severe appeal. Here one sees great stretches of undulating fields, with here and there a solitary cottage, usually set amidst a clump of larches—a landscape for the connoisseur and for individual discovery.

The tiny Grand Duchy of Luxembourg is one of the loveliest countries in Europe, and its people the most charming of hosts to foreign friends—for everywhere you go you meet with friendliness. Indeed, I cannot imagine anyone who goes there not feeling after his visit that there is one part of our world where kindliness and happiness still rank as the most important things in life.

Luxembourg City, the capital of the Duchy, lies on the main railway between Ostend and Basle, so it is quickly accessible from England. There is also an air service (Sabena) between London and Luxembourg, with a change of planes, however, in Brussels. The total flying time is only two hours, and the tourist return fare is £16 13s.

For walkers, Luxembourg is a paradise. There are a number of tourist footpaths, carefully sign-posted, in various parts of the country, and there is seldom any need to walk along a main road. There are also excellent opportunities for the cyclist and motorist, provided they are prepared to laze along. It is pleasant, too, to stay in one or other of the small towns of the country, although for general sightseeing Luxembourg City makes quite the best centre. From it, by train or bus, you can reach any spot in a day's excursion.

The capital is delightful, with fine boulevards, handsome buildings and lovely flower-beds, ablaze with roses in the summer. The old town, with its ancient houses and narrow streets, is romantic and interesting and here you find the Cathedral of Notre Dame, a fine example of the later development of the Gothic style in the former Low Countries. But the city's outstanding sight is the great ravine which separates the New from the Old or Upper Town. To stand on the graceful Adolphe Bridge, which spans this valley in a single stone arch, 260 ft. long and 135 ft. high—the largest of its kind in the world—offers a wonderful scene. Then, tucked away inside the wall of the cliff are the Casemates, a network of underground redoubts which in ancient days played an important part in the city's defence, while during the last war they served as excellent air raid shelters.

South of Luxembourg City is the pleasant spa of Mondorf, but it is to the north of the capital that one finds the truly typical little towns, such as Echternach, famous for its dancing procession on Whit-Tuesday, and which orginated hundreds of years ago, Vianden (my favourite), and Esch-sur-Sure, one of the most picturesque localities in the Ardennes. Nor must I omit Clervaux, which nestles in a peaceful valley and is dominated by a hill on which rises the ruins of a medieval castle of the Counts of Clervaux (from which family was descended Franklin D. Roosevelt). But there are many other castles in the Duchy, and every one of them presents a perfect picture. I cannot imagine any visitor, in fact, not falling in love with Luxembourg. I know I long to return there.

* * *

Further information about the Belgian Ardennes can be obtained from the Belgian Tourist Office, 167, Regent Street, London, W.1 ; and concerning Luxembourg from the Luxembourg National Tourist Office, 159, Abbey House, Victoria Street, London, S.W.1.

Sabena operate five daily services from London to Brussels (excursion fare on two of these flights is £10 10s. return, valid for 23 days), and there are also four weekly services operated by this company from Manchester to Brussels. From Brussels, Liége can be reached in 75 mins. by train, Dinant in about 2 hrs.

Gordon Cooper

THE LITTLE TOWN OF VIANDEN, IN THE NORTH OF LUXEMBOURG, WAS ONCE AN INDEPENDENT STATE : This part of Luxembourg is in the Ardennes. It is a place of eternal greenery, restful alike to the eye and to the mind, and ideal for a walking holiday.

THE DINGHY GRAND NATIONAL

AND OTHER HOME EVENTS

When the first news of the Sailing Grand National round the Isle of Wight became known fears were expressed that the gravest risks were being taken, and there might be considerable loss of life. Uffa Fox, writing in THE SPHERE, supported the venture enthusiastically, however, and declared his determination to take part. In last Saturday's race he finished only fifteen minutes behind the winner in one of the most thrilling races ever staged in the waters round the Isle of Wight. The spectacle of the huge fleet of 184 boats pouring over the starting-line at 5.30 a.m. was a truly memorable one, only to be exceeded by the spectacle eleven hours later when L. Proctor's *Osprey* just managed to beat C. Nethercote's *Marianne* by a margin officially given as 1 sec. Ian Proctor's *Osprey* led the fleet almost from the start, but was very soon joined by *Marianne*, running very fast under an enormous nylon spinnaker. Rounding the Needles, *Osprey* was within only a few feet of the rocks, and got well ahead of her rivals, but later the fleet closed up and from start to finish this dinghy Grand National was sailed as hard as an ordinary 12-mile race. The boats covered about 56 miles of seaway, but sailed considerably more than that in rounding the island.

COMPETITORS ROUNDING THE NEEDLES DURING THE ROUND THE ISLE OF WIGHT RACE FOR DINGHIES: Perfect conditions prevailed for the race, 184 boats crossing the starting line out of an entry of 225, and no fewer than 168 of them completing the course. The race was organised by the Cowes Corinthian Yacht Club in celebration of the Coronation and began at 5.30 a.m. Eleven hours later the two leading dinghies were battling out the finish with only one second between them.

TI CORONATION RALLY OF THE VETERAN CAR CLUB OF GREAT BRITAIN: Mr. P. Tagon driving a 1903 Humber (left) and Captain H. G. Seaton in a 1903 De Dion Bouton leaving Hyde Park for Windsor at the start of the rally. More than 208 pre-1917 cars finished the course and the main award—the Shuttleworth trophy, for the best combined performance and the timed run—was won by Air Chief Marshal Sir Alec Coryton, driving a 1902 De Dion Bouton.

MR. ANTHONY EDEN LEAVES LONDON FOR SURGICAL TREATMENT IN THE UNITED STATES: The Foreign Secretary, accompanied by Mrs. Eden, is seen arriving by car at London Airport, from where he flew to Boston. Mr. Eden has been advised to undergo an operation, which will be performed by the American surgeon, Dr. Richard Cattell.

THE ARCHBISHOP OF CANTERBURY'S GARDEN PARTY AT LAMBETH PALACE: The Archbishop and Mrs. Fisher are seen in the Palace gardens with Mr. Samuel Kwokori and Christine, his wife, from Warri, Nigeria. This was the second of two parties given by the Archbishop at the close of Coronation week.

MEMBERS OF THE OLD COMRADES' ASSOCIATIONS OF THE FIVE DISBANDED IRISH REGIMENTS TAKE PART IN THEIR ANNUAL PARADE PAST THE CENOTAPH: The Associations were of the Royal Irish Regiment, the Connaught Rangers, the Leinster Regiment, the Royal Munster Fusiliers and the Royal Dublin Fusiliers. Many thousands of visitors to the West End of London, who were touring the Coronation procession route, gathered in Whitehall to watch the veterans on parade.

The World of Books—By VERNON FANE

STAGE BIOGRAPHY AND HISTORY

Four New Volumes of Special Interest Regarding Various Aspects of the Theatre

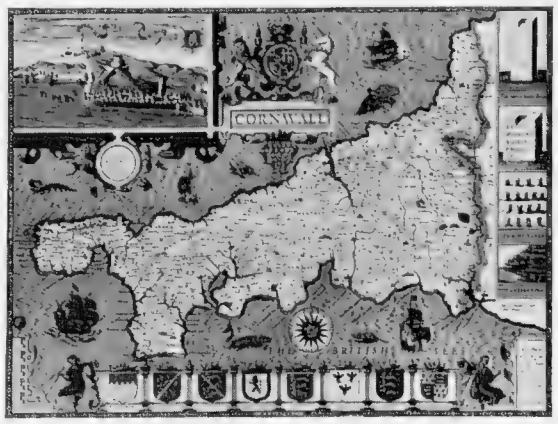
THE incomparable Oliviers, separately and together, on the stage and in private life, are the subject of this week's liveliest and best biography, written by Mr. Felix Barker, and comprising not only an excellent and straightforward account of their own development as actor and actress, but a view of at least one aspect of the English theatre during the past twenty years. THE OLIVIERS (Hamish Hamilton. 15s.) is a book not only for those who appreciate the finesse and strength of dramatic criticism and therefore enjoy the selections from Messrs. Brown, Trewin and Dent in these pages, and not only for those whose admiration of the theatrical, film and social talents of the couple knows no bounds, but quite simply for people who like the theatre, prefer good acting to bad, and have a *penchant* for reading about people who are as hard-working as they are witty. From which you might rightly gather that I like the Oliviers, and *The Oliviers*.

In another branch of the English, and principally the London theatre, Miss Florence Desmond has made a bright and starlike light for her name and I would say that at the present time she must be incomparable in her own particular line, which is that of a pretty and lissom actress giving really startling imitations of her colleagues. I have long thought that her Tallulah Bankhead act was the best of all, and it is amusing to learn that Tallulah thought so too, and even gave her a few tips—an unnecessary or lily-gilding piece of generosity. FLORENCE DESMOND (Harrap. 16s.) is the autobiography of a very clever performer and an enormously likeable personality, and it is written with a sincerity and even an artlessness which are as disarming as they are natural.

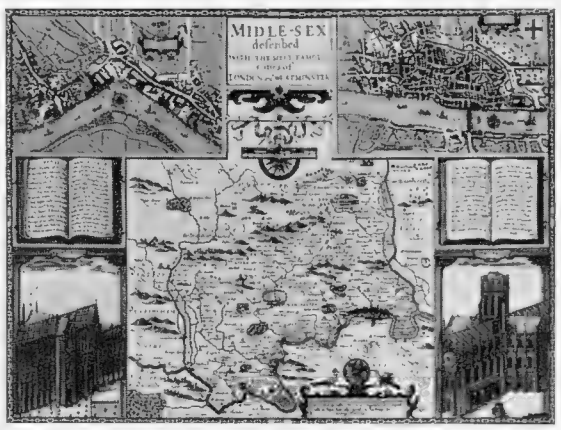
CONQUEST—THE STORY OF A THEATRE FAMILY (W. H. Allen. 21s.) is another excursion into stage history, but at a much further remove, for the first Conquest with theatrical connections was born in 1804 and their family tree has grown and flourished in still a different field of the English theatre; the field of pantomime. Now this, as it has survived to our own days, is a peculiarly English institution, and Miss Frances Fleetwood's family saga of the Conquests is necessarily something of a history of its achievements. The departed world of the minor nineteenth-century theatres, the old Garrick, the Grecian and the Surrey, is vividly presented here, and the author writes with an enthusiasm for her theme and for the material of her research that an archæologist might well envy.

To the French theatre, with Madame Cecile Sorel's autobiography which, read in the right mood, can be great fun, and read in the wrong one, can be anything from exasperating to absurd. Madame Sorel writes of her own career, her successes in plays, in love and in friendship with a singlemindedness which touches the devout, and is no more timid in describing her own appearance. Of a rival she writes that though her throat had "the rhythmical line of a classical tragedy . . . the low line of her *decolleté* gown revealed a bust less noble than mine." Of one of her own performances, with characteristic exuberance, that she danced lightly, not touching the boards. "My pearl necklaces danced. They broke, scattered and danced. What did it matter that they were real?" Madame Sorel is known for many admirable attributes, but never for her exactitude about dates. In CECILE SOREL (Staples. 12s. 6d.) there are very, very few of them, and there are no photographs. The translation is by Mr. Philip John Stead.

The next book takes the reader as far from the world of stage and footlights as can be conceived. It is THE CUTTY SARK (Hodder and Stoughton. 8s. 6d.), a history of the famous sailing-ship by Mr. Alan Villiers, in which he writes of the last of the clippers which were as speedy as they were beautiful. In his introduction to a book which should be a "must" in any sea-respecting library or collection, H.R.H. the Duke of Edinburgh writes that quite recently the *Cutty Sark* Preservation Society was formed because it was felt that, just as Nelson's *Victory* commemorates the men and ships of the old sailing Navy, so should Woodget's *Cutty Sark* be kept as a permanent memorial to the sailing merchantmen who were the backbone of British supremacy at sea for so many hundreds of years, and he adds: "I can think of no better ending for the story of the *Cutty Sark*."



CORNWALL ACCORDING TO JOHN SPEED: This is a reproduction from the first of four volumes of coloured facsimiles of the maps and text from the Theatre of the Empire of Great Britaine First Edition, 1611, published under the heading of *John Speed's England* (Phœnix House. £4 10s.). The maps in this first volume show the relatively self-sufficient Wessex, the remote Western peninsula and the rich country of Devon and about the Bristol Channel, as they were in the Elizabethan Age. Although Speed seems to have done little original surveying for his maps, he nevertheless made a very considerable contribution to map-making.



MIDDLESEX DESCRIBED WITH THE MOST FAMOUS CITIES OF LONDON AND WESTMINSTER: This is a map from the second volume, which deals with the Home Counties and East Anglia. The volumes are edited by John Arlott.

LANDSMAN HAY (Hart-Davis. 15s.) is a story of the sea and sailing at their most cruel, for this is the memoir of a boy, Robert Hay, who ran away to sea in 1803 at the age of fourteen, and in spite of attempts at desertion when he discovered the nature of the life he had come to, did not reach home again until 1811, and then only as the result of a better organised desertion. The reminiscences he wrote ten years later give a fascinating but a grim picture of the hardships to be met with in a warship of the time. Hay was a Scot and his style and approach to his writing reflect the canniness and the exactitude, and also the slightly austere humour that one might expect. At the close of his narrative he writes, for instance, of the wife he eventually married who possessed neither beauty nor fortune, "but as I myself possessed neither of these qualifications, I had no reason to complain of the want of them on her part," and, further, that she "indulged a strong desire to promote my comfort and happiness." The book has been edited by Robert Hay's great-granddaughter, M. D. Hay.

ESCAPE TO FREEDOM (Hutchinson. 12s. 6d.) is a remarkable book which clearly demonstrates that ingenuity and sheer dogged determination are as valuable qualities as courage to a fighting man taken prisoner, for its authors are none other than Mr. T. C. F. Prittie, M.B.E., and Captain W. Earle Edwards, M.B.E., who made eight escapes from German prisoner-of-war camps and were finally successful. This is a fresh edition of a book which was first published in the year after the war.

A new book about a phase of the war is a novel and one well worth reading—THE SEA SHALL NOT HAVE THEM (Hurst and Blackett. 9s. 6d.), which describes forty-eight hours in the autumn of 1944, and the activities of a section of the Air-Sea Rescue Service initiated by the R.A.F. During the war this service saved the immense number of 13,269 lives, often under the enemy's guns. The Americans called it superlative, and Mr. John Harris's story shows why that praise could never be too high.

THE HILL OF HOWTH (Methuen. 12s. 6d.) is Mr. L. A. G. Strong's novel about a man who suddenly comes to himself, sitting on a hillside to the north of Dublin Bay, and without the slightest idea of his identity or the circumstances that brought him to the place. His first encounter in his new state of blankness is with a man who takes him to his cottage near and who turns out to be a remarkably philosophic actor. Journeying back to Dublin he is met at the station by a girl who appears to recognise him and who takes him back to a lodging-house where apparently he has been for the past fortnight. From there the man slowly retraces his way through his memory and finds that his experience and his odd new companions have had a most salutary effect on him. Mr. Strong is, I often think, better at delineating character than expressing sentiment and this novel confirms my theory without greatly enhancing his reputation.

From Ireland to Mexico. Mr. Tom Lea, who wrote about *The Brave Bulls*, now writes about THE WONDERFUL COUNTRY (Heinemann. 15s.), and again illustrates his book with his own charming line drawings. The country is the borderland of Mexico and Texas as it was seventy years ago and long before the author knew it, but he tells us that he has smelled enough horse sweat and smoke and dust to feel it all as it was.

Last, and triumphantly not least, is Mrs. Agatha Christie's new detective story, AFTER THE FUNERAL (Collins. 10s. 6d.), which features that sleuth of the flawless conclusion, M. Hercule Poirot, and a very satisfactory family gathering of suspects.

AN OVERDOSE OF McCARTHYISM

An Account of the Power-Hungry Senator from Wisconsin

Senator Joseph McCarthy, the power-hungry man from Wisconsin, one of the most controversial public figures of our time, claimed recently to have unmasked yet another Communist. His victim this time was Clement Attlee, and the damning evidence?—Mr. Attlee once gave the clenched-fist salute in Spain. If the Senator wielded no influence the world could afford to smile, but he has a position of authority in the U.S. Congress, and there is no knowing just where his campaigning will take him next. Undoubtedly the best guide to the character and potentialities of this extraordinary man is to be found in the new biography by Jack Anderson and Ronald W. May, entitled McCARTHY, THE MAN, THE SENATOR, THE ISM (Victor Gollancz. 18s.). Together these American journalists expose how McCarthy has come to his notorious eminence as a master propagandist of the witch-hunting cause. We see McCarthy as a man of furious physical energy and capacity for work, treating each day as a new crisis, each day as a matter of life and death. He is tense, on edge and always in a hurry. He has sunk his knife deep into democracy; he has spread terror and doubt among the people; and we breathe a sigh of relief on the final page of this well-documented biography of a turbulent and unfinished career when we read that, somehow or other, the authors feel that the American patient will recover from its very heavy overdose of McCarthyism.

How will the world eventually sum up the '20's and '30's? It is still impossible to say, for its restless gaiety and air of drifting inconsequence were its most dominating features, and few authors have penetrated the surface of events. In WE LOVED IN BOHEMIA (Christopher Johnson. 12s. 6d.), Trevor Allen has certainly caught the atmosphere of those rather tempestuous days, and his account of a tempestuous affair of the heart is very personal, most revealing and excellently told. As background for the scene is the Ham Bone Club, that informal rendezvous of the artistically-minded professions.

Here are some new additions to already well-known series, most of which are enjoying a steady following.

First among them is MY MOTHER'S HOUSE and SIDO, two novels by Colette which are really variations on the same theme, and are now published in one volume in the uniform edition of her works (Secker and Warburg. 12s. 6d.). Colette's mother Sido, or Sidonie, dominates both stories. She is a most vivid character, and set against the serene background of French village life in the Burgundian countryside, she looms large and satisfyingly.

That fine pair of satirists, Caryl Brahms and S. J. Simon, who have collaborated so brilliantly, also have a uniform edition to themselves. NO NIGHTINGALES, a piece of inspired nonsense about Berkeley Square, DON'T, MR. DISRAELI, a preposterous commentary on the Victorian Age, and NO BED FOR BACON, a riot of good-natured fun about the Elizabethan age, are all re-published in this edition by Michael Joseph, and all are priced at 7s. 6d.

The Mariners' Library, so often and so justly extolled on this page, goes from strength to strength. The latest addition is Empson Edward Middleton's THE CRUISE OF THE KATE (Rupert Hart-Davis. 9s. 6d.), a day-to-day account of a single-handed voyage round England undertaken by a man who had little previous knowledge of small-boat sailing, but needed to distract his mind after translating into rhymed verse the first two books of the Æneid. Middleton sailed from the Thames to the Thames, via the English Channel, the Irish Sea, from Clyde to Forth by canal, and so home by the inhospitable East Coast. He achieved his purpose in a very small boat, and his only auxiliary power was an oar, which he sometimes had to ply ferociously to save his tide round a headland or into a harbour. This is a grand book, and a "must" for holiday reading.

The "Brief Lives" Series is now joined by Andre Maurois' life of CECIL RHODES (Collins. 7s. 6d.). This appears at an appropriate moment, for this is the Rhodes centenary year and a distinguished Frenchman's assessment of the Empire builder gives us many new slants upon "the Roman Emperor with a moustache" who has left his mark upon the Commonwealth for ever.

KENILWORTH, by Sir Walter Scott, and CHRISTMAS BOOKS, by Charles Dickens, are additions to the Macdonald Illustrated Classics. Both volumes are priced at 10s. 6d.

The Malabar Edition of the works of Louis Bromfield now includes PLEASANT VALLEY and THE GREEN BAY TREE. Both are issued at 10s. 6d. Cassell are the publishers.

Giles St. Aubyn contributes a short life of LORD MACAULAY to the series of historical biographies published by Falcon Education Books. The price is 7s. 6d.

The latest of the Regional Books concerns THE WESSEX HEATHLAND, and is the work of Ralph Wightman (Robert Hale. 18s.). The author knows the heathland well, both in his everyday work as an agricultural scientist and as one who has found his pleasure upon the heath as a rider to hounds.

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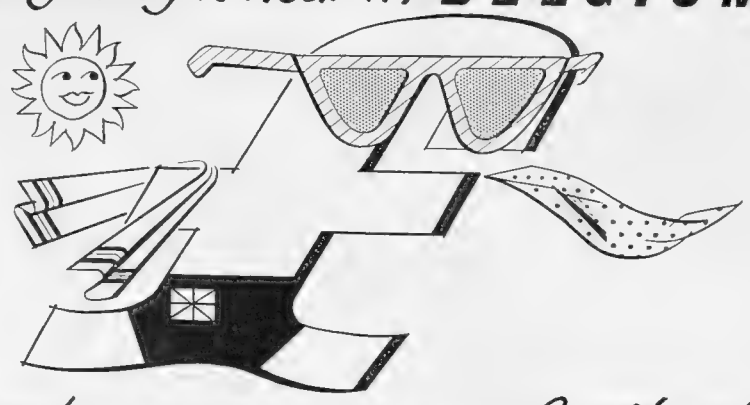

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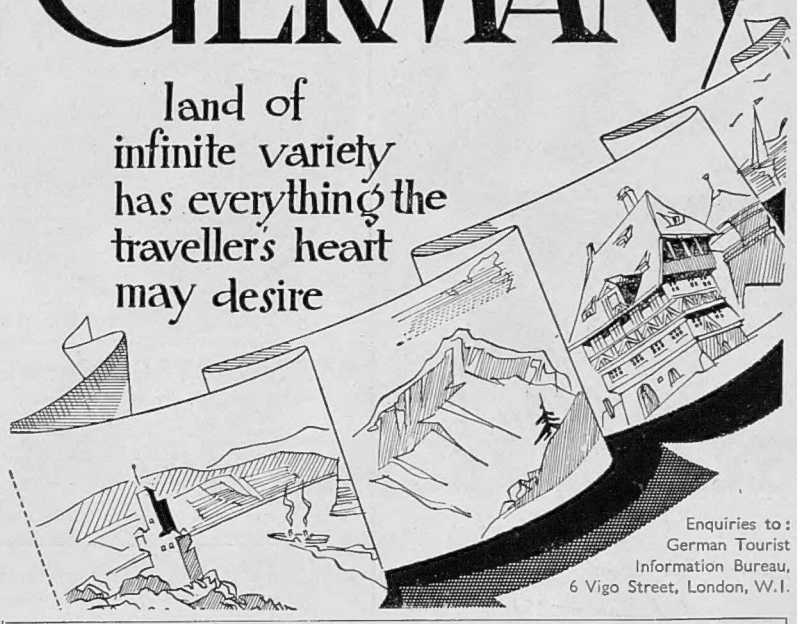

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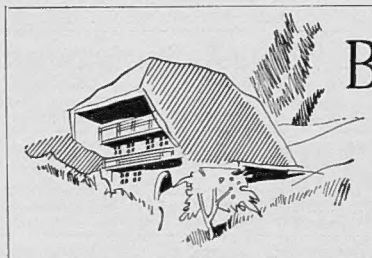

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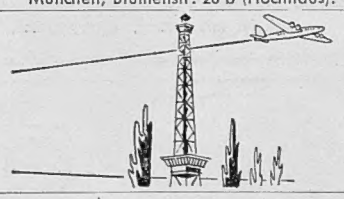

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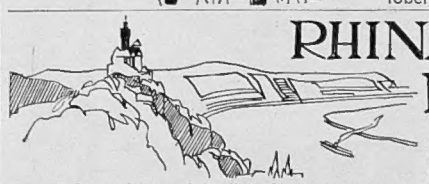

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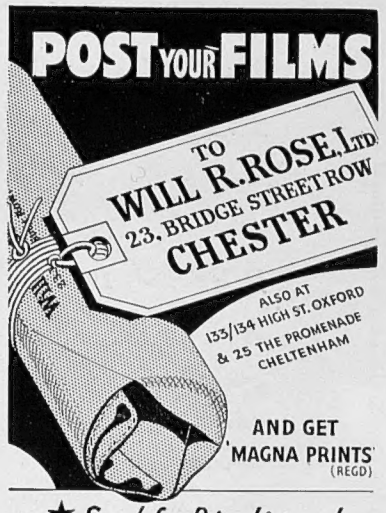

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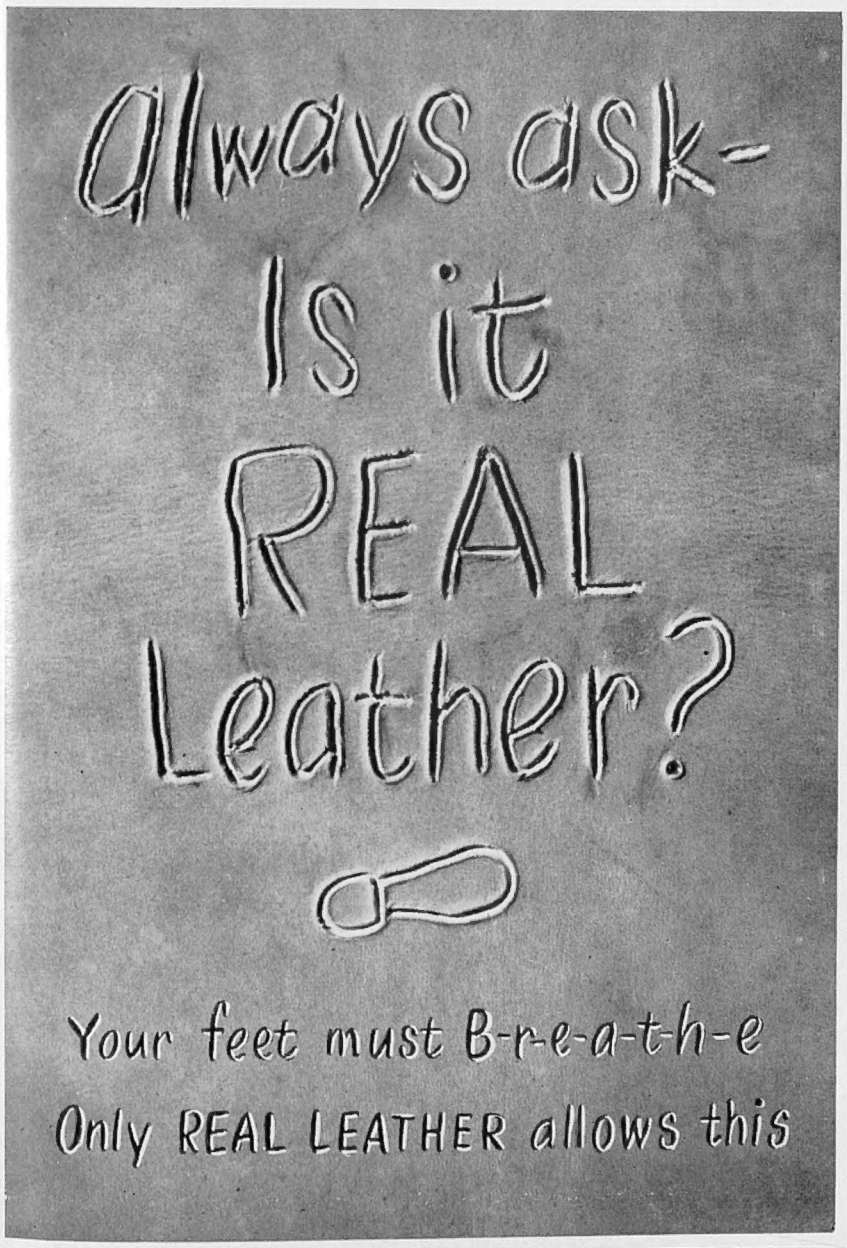

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